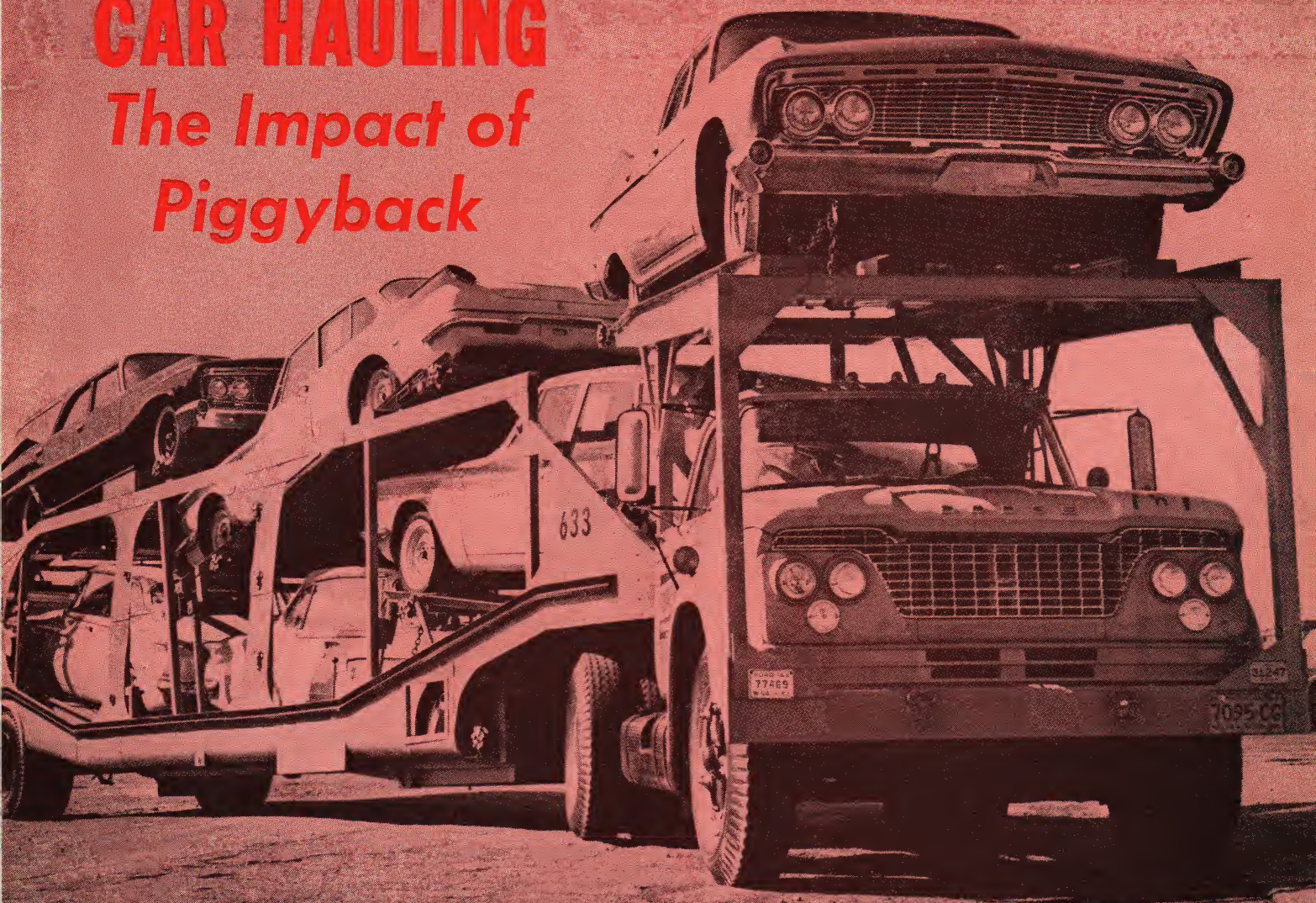


*In This Issue*

# **CAR HAULING**

## *The Impact of Piggyback*




**"Stand faithfully by our friends and elect them. Oppose our enemies and defeat them; whether they be candidates for President, for Congress, or other office; whether Executive, Legislative or Judicial."**

**Samuel Gompers  
First President  
American Federation of Labor**





## The Teamsters Salute CLEVELAND



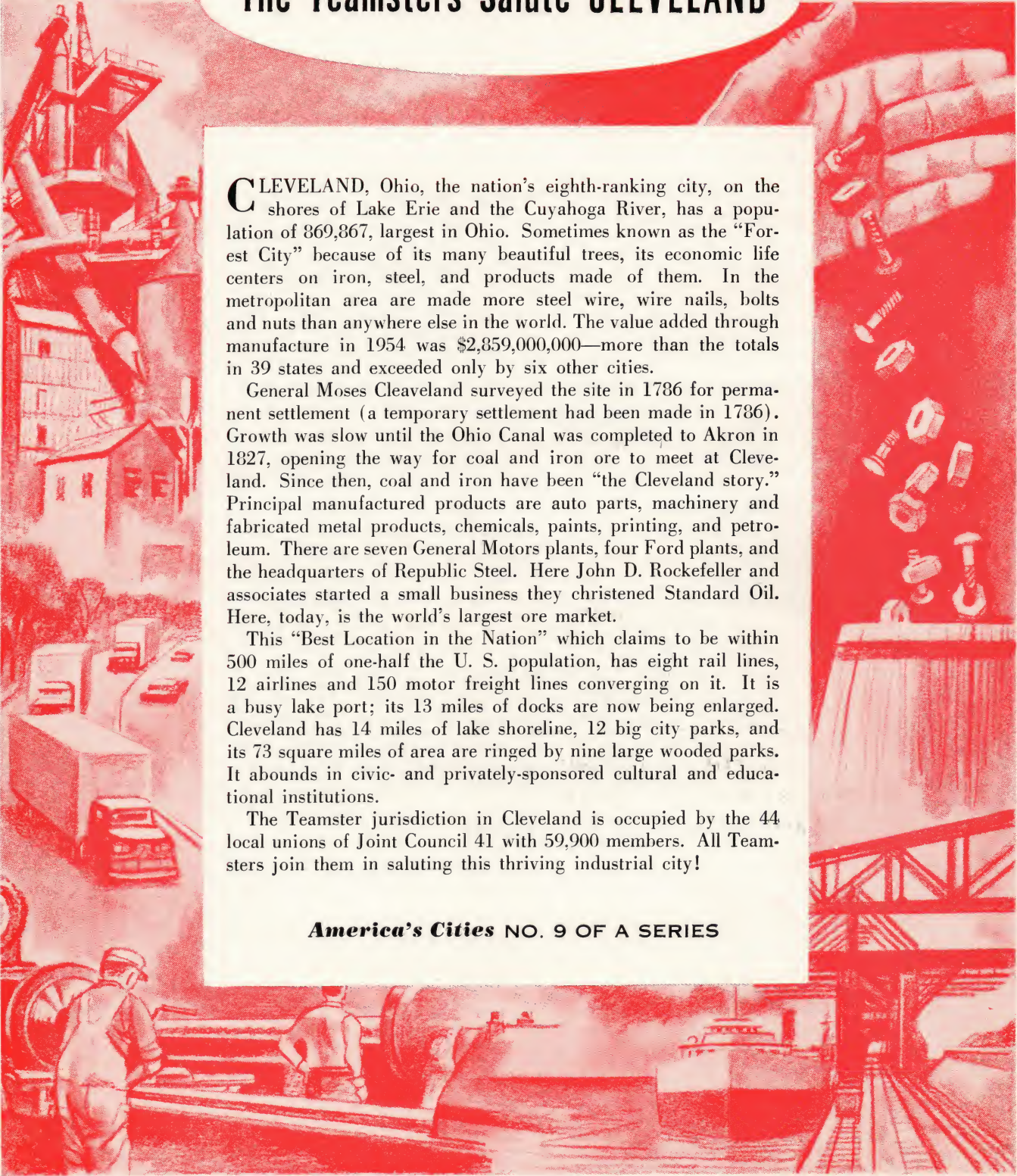
**C**LEVELAND, Ohio, the nation's eighth-ranking city, on the shores of Lake Erie and the Cuyahoga River, has a population of 869,867, largest in Ohio. Sometimes known as the "Forest City" because of its many beautiful trees, its economic life centers on iron, steel, and products made of them. In the metropolitan area are made more steel wire, wire nails, bolts and nuts than anywhere else in the world. The value added through manufacture in 1954 was \$2,859,000,000—more than the totals in 39 states and exceeded only by six other cities.

General Moses Cleaveland surveyed the site in 1786 for permanent settlement (a temporary settlement had been made in 1786). Growth was slow until the Ohio Canal was completed to Akron in 1827, opening the way for coal and iron ore to meet at Cleveland. Since then, coal and iron have been "the Cleveland story." Principal manufactured products are auto parts, machinery and fabricated metal products, chemicals, paints, printing, and petroleum. There are seven General Motors plants, four Ford plants, and the headquarters of Republic Steel. Here John D. Rockefeller and associates started a small business they christened Standard Oil. Here, today, is the world's largest ore market.

This "Best Location in the Nation" which claims to be within 500 miles of one-half the U. S. population, has eight rail lines, 12 airlines and 150 motor freight lines converging on it. It is a busy lake port; its 13 miles of docks are now being enlarged. Cleveland has 14 miles of lake shoreline, 12 big city parks, and its 73 square miles of area are ringed by nine large wooded parks. It abounds in civic- and privately-sponsored cultural and educational institutions.

The Teamster jurisdiction in Cleveland is occupied by the 44 local unions of Joint Council 41 with 59,900 members. All Teamsters join them in saluting this thriving industrial city!

**America's Cities NO. 9 OF A SERIES**





# THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

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IT IS THE LARGEST LABOR PUBLICATION IN THE WORLD.

\*Based on average impartial surveys for periodicals.

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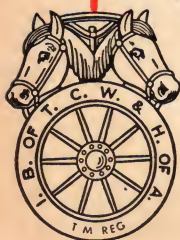
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## BULLETIN

### *Acquittal in Political Trial*

As this issue went to press, IBT Executive Vice President Harold J. Gibbons, Legislative Director Sidney Zagri, and two officers of Teamsters Local 688 in St. Louis were acquitted of charges that they violated the law in making political contributions to federal candidates.

U. S. Judge George Moore sustained a defense motion for a judgment of acquittal after the conclusion of a three-week trial, ruling in effect that the government had no case.

Acquitted with Gibbons and Zagri were William Latal, president, and John Naber, secretary, of Local 688.

The four had been charged by the Justice Department with violation of the Corrupt Practices Act which forbids political contributions, other than from voluntary funds, to candidates for federal office.

The defendants did not deny making the contributions, but proved they were made from a strictly voluntary fund raised when individual members of Local 688 signed authorization cards permitting the union to use 35 cents per month of their dues money for political purposes.

The charges challenged legality of this system. The verdict upheld its legality.

### **Local Expands Health Program**

Sig Brovanski, secretary-treasurer of Teamsters Local 1205, announced last month that Local 1205's welfare and medical program will be expanded to provide eye examinations and glasses to members beginning November 1.

Brovanski said that the welfare plan was established in 1948, and the medical center plan on April 1, 1960. "Both plans are self-insured. As funds permit benefits and services are expanded. The services provided by the medical center plan furnish complete diagnostics, and include X-rays, laboratory tests, immunizations, and heart examinations," he added.

"All medical center services are rendered at the medical center, which is owned and operated by the Local 1205 Welfare Fund," Brovanski continued. "No services whatever are on contract. The medical center plan

has its own staff of salaried physicians, technicians and clerical personnel.

"When the Trustees are assured that they can do so with safety, a dental program will be added to existing services. Whether this program will be handled on contract or rendered at the medical center will not be decided until the program is launched," he said.

### **Jenkins Receives Safety Award**

Joseph Jenkins, director of safety for the Mason and Dixon Lines, was named the nation's outstanding safety director last month by the American Trucking Associations.

The 44-year-old executive from Kinsport, Tenn., will receive a cash prize of \$1,000, and a specially designed ring "emblematic of superior achievement in the truck fleet safety field." He was named by a panel of judges who are outstanding experts in the safety field.

The loss of thousands of lives in Pakistan, due to a recent tidal wave and cyclone, has brought urgent appeals for aid to the disaster area.

Those Teamsters who wish to make a donation to aid the people of Pakistan affected by the calamity may send it to: Embassy of Pakistan, 21st and R St., N.W., Washington, D.C.

Last spring Mason and Dixon Lines was named the trucking firm with the best overall safety record in the trucking industry for 1959. Jenkins accepted the ATA President's Trophy—the highest honor in the ATA National Truck Safety Contest—in behalf of the firm.

### **Two-Year Fight Wins for Members**

Teamster Local 518's battle to gain back wages for two members resulted in a victory last month after nearly two years of fighting.

Sam Del Grosso, president of 518, said that Joseph Yacona received \$1,200 in back wages, and Joseph Hogan received \$900. Both members were former captains of Erie Railroad ferryboats. Local 518 represents marine employees.

Yacona and Hogan were reduced from captains to deckhands under the provisions of the Erie-Hoboken Coordination program. As the program progressed, they were faced with the choice of retiring with severance pay or going to the bottom of the Delaware, Lackawanna and Western Ferry roster.

Due to their years of service and pension rights, both men went to the bottom of the Lackawanna roster. However, they were guaranteed a wage differential because they had previously been captains.

In May of 1959, Lackawanna refused to pay the wage differential. Yacona and Hogan quit their membership in the United Mine Workers, District 50. They joined Teamsters Local 518, and the Local immediately went to work to gain for them their back wages.

### **Organizing Gains**

Teamster Locals in the Central Conference won 49 National Labor Relations Board elections during the first six months of 1960.

The total number of new Teamster members involved is 1528. All told the Central Conference members waged 96 NLRB representation elections during the first half of 1960.



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## The Bell Tolls For You

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**"NO MAN IS AN ISLAND,"** a famous writer once said. What happens to any man in human society somehow affects all other men. This is a fundamental premise of the democratic spirit; it lies at the root of our belief in civil liberties and personal freedom.

It is a premise that has been all but overlooked in this Presidential campaign.

Our opposition to Senator Kennedy is well-known by now. Friends and critics alike take the view that "we do not blame the Teamsters for opposing Kennedy. I suppose if I were under the same attack, or my organization, we would oppose him, too. But we're not."

Such people fail to realize one vital point: they *are* under attack.

The Kennedys are making a fanatic career out of opposing Hoffa and the Teamsters, out of threatening persecution, investigation, jail for an individual in our society. It has become a veritable campaign issue, discussed in nationwide speeches and interviews. The Kennedys—Jack and Bobbie—repeat their chorus with predictable regularity: "Hoffa must go."

I cannot emphasize strongly enough to our Teamster members and their families that this is a false issue. Hoffa is not the issue. If I had been guilty of wrongdoing, I would have been in jail long ago. After all, the Kennedys have spared no effort in the past three years to accomplish this end. They failed because their charges are phony.

**IT IS THIS FAILURE** that is the real issue. "Hoffa must go" because the Kennedys are embarrassed by their failure to destroy an individual and rip an organization asunder.

Notice, if you will, that every time they refer to Hoffa, they refer to the fact that he heads "the largest and most powerful labor union in America." This bothers them, too. They have hidden their hatred of organized labor behind this assault upon the biggest union; then they have displayed their hypocrisy by chanting to the rest of labor that "Hoffa and the Teamsters are all we want. We will leave you alone."

No doubt some of our members are complacent; they will go ahead and vote for Kennedy despite their awareness of his hatred for this union. I don't know what it will take to awaken them to the dangers they face. When a man has a full stomach, a decent roof over his head, clothing for his children and medicine in the bathroom cabinet, he is pretty hard to shake. Your union has helped you to get all of these things.

**BUT CONSIDER ONE THING.** If you lose your union, you can lose all of these things. And Kennedy is pledged to destroy your union.

As to the rest of the labor movement, Kennedy has left them alone, by and large, content to concentrate upon the largest International. Many so-called "leaders of labor" are so insulated from the problems of their rank-and-file that the critical impact of the Kennedy-Landrum-Griffin Law upon organized labor has escaped them. They will see it in time.

And they will see something else in time, if Kennedy is elected. If "Hoffa must go" today, then someone else "must go" tomorrow. If the Kennedys are permitted to repeat day in and day out that Hoffa must be jailed, without citing a bill of particulars, they will be permitted to persecute another individual another day, another time.

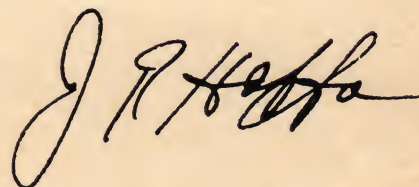
**THE VAST BODY** of our citizens, including the so-called "intellectuals" and civil libertarians, miss the point completely. They were rightly concerned with McCarthyism; yet they ignore Kennedyism. Without censure or protest, the Kennedy boys daily shout their defiance of all of America's great traditions of due process, human freedom and personal dignity.

To have a man like this in the White House, with his little brother by his side, is to invite a police state upon ourselves and upon our children.

"It can't happen here," cries the voice of complacency. But it is happening here. Because the man's name happens to be Hoffa is completely beside the point. Tomorrow it could be Jones or Zybrowski or Berg. It is the principle that is wrong.

"No man is an island," said the poet John Donne. "Any man's death diminishes me, because I am involved in mankind. And therefore never send to know for whom the bell tolls; it tolls for thee."

This is the threat which Kennedyism poses—today Hoffa, tomorrow your union, another day another man who dares to stand up to the Kennedys and defy them with the weapons of justice and liberty. This is why you should vote against Kennedy on Nov. 8.





# Freight Pact

## As Termination

**A** PRIME order of business for 1961—major freight negotiations with a goal of national uniformity—drew attention last month as representatives of over-the-road and cartage local unions in 22 states met to draft contract proposals.

Southern Conference representatives met in Atlanta the week of Oct. 10 and Central Conference representatives met in Chicago the week of Oct. 17 to report local union demands for contract improvements and to draw up proposed items for negotiations expected to begin next month.

The uniform 22-state Central and Southern freight contracts—both road and cartage—expire Jan. 31, 1961.

These are the first major freight contracts to expire in 1961. Remaining major area freight agreements expire within 90 days of that date and Central-Southern negotiations are expected to set a pattern looking toward national contract uniformity in the over-the-road and local cartage industries.

Teamster President James R. Hoffa, who will negotiate the 22-state contract, said that “when our 1961 negotiations have been completed, we expect to have major improvements in wages, pensions, health and welfare, and contract security.

“We also expect,” he said, “to achieve basic contract uniformity on a national basis in the major area agreements and to get expiration dates on all road and cartage contracts in line so that our goal of full national uniformity in freight will be within reach.”

A major step in that direction took place last month with the signing of the New York-New Jersey General Trucking Agreement.

In that agreement, five major

Pres. Hoffa (left) leads drafting of proposals for 22-state Central and Southern freight contracts, which expire next February.





# Talks Begin

## Date Nears

freight locals with previously separate contracts agreed to become part of the old Metropolitan New York-New Jersey agreement covering seven other freight locals.

The new 12-local New York-New Jersey pact, ratified by the membership, was considered a major breakthrough in the area agreement program. Locals 469, 478, 660, 701 and 707 joined with Locals 37, 445, 560, 617, 641, 816, and 863 to form the new agreement. The New York-New Jersey agreement expires Aug. 31, 1962.

In another set of negotiations, three major New York trucking locals, Nos. 282, 807 and 816 joined in negotiations for the first time to reach a joint agreement at the end of August.

International Vice President Thomas E. Flynn, chairman of the Eastern Conference of Teamsters, said that "the Eastern Conference is making rapid progress toward freight contract uniformity and the area agreement program will continue as conference policy."

### Further Reductions

He pointed out that six years ago, there were a total of 120 separate freight contracts in the East. Today, he said, this number has been reduced to approximately 20 over-the-road and 20 local cartage contracts. He predicted this number would be reduced still further in the next series of negotiations.

The Western Conference of Teamsters is expected to schedule meetings in the near future to discuss revisions in the 13-state Western over-the-road area agreement, which expires next June 30. In addition, a series of local cartage meetings is expected to be held early in 1961 with a view toward possible achievement of a 13-state area-wide local cartage agreement in the 11 Western states, Hawaii and Alaska.

In the Central Conference meetings, a 13-member drafting committee



A booming new industry—the hauling of bulk cement by truck—came under area-wide contract in 37 states last month, a development which could mean thousands of new Teamster members in the next few months.

Agreement on a 22-state Central and Southern area-wide contract in cement haul was reached in mid-October in Washington. It closely parallels a 15-state Eastern Conference cement haul agreement which was reached a year ago.

Long distance hauling of bulk cement by truck is an upcoming industry which was dominated by the railroads prior to the advent of the pneumatic tank trailer.

Motor carriage advantages are: 1) direct deliveries from cement plant to off-rail job sites; 2) ability to transport in smaller quantities; 3) more expeditious movement of bulk cement; and 4) more flexibility, particularly in stopping the flow of shipments quickly in cases of customers' work stoppage.

The equipment that is used in this

new, fast service for those concerns needing cement in huge volume, consists of a truck-tractor and semi-trailer that in itself is a small power plant. The bulk cement is loaded right at the cement factory. This process takes about 15 minutes. From the factory the trucks deliver to job sites within a 300-mile radius or more. Once at the job, the truck power-unit blows the cement into the customer's storage silo where it is ready for the company's batching equipment to complete the mixing process. Unloading one of the huge bulk cement trailers takes 30 minutes or less, depending upon the customer's needs and the size of the job.

The advantage of truck service to cement users over rail carriers is obvious. By rail it is necessary for the customer to dispatch his equipment or leased or hired equipment to the rail heads to pick up the bulk cement which must then be transported to the job site. Truck service eliminates this expensive middle step and gives the cement user quicker, surer service at less cost.

Cement haul negotiations leading to a 22-state Central and Southern agreement were conducted last month in Washington. President Hoffa (second from left) led the final negotiations, assisted by International Organizer Richard Kavner (left).





representing each of the Central states met to draft contract proposals based upon local union demands. The proposals went to a 24-man committee, comprising two representatives from each state, for further suggestions.

The contract draft next was presented to a meeting of two representatives from each road and cartage local in the 12-state area—some 140 local unions—for further review and suggestion. The contract draft will now

be presented to the membership of each freight local in the Central Conference for acceptance or rejection prior to the beginning of negotiations with employers in the near future.

In the Southern Conference, the Atlanta meeting gathered together the representatives of each freight local in the 10 Southern states to draft a proposal based upon local union demands. This proposal will also be taken back to the membership for acceptance or rejection prior to the

beginning of negotiations.

International Vice President Murray W. Miller, chairman of the Southern Conference, participated in the Central Conference meeting with a view toward coordinating Central and Southern contract proposals.

Heading the Central Conference drafting committee were General President James R. Hoffa; and Michael Healy, president, and Frank Murtha, executive secretary, of the Central States Drivers Council.

## Meany's Old Union Gets Caught By Kennedy's Union-Busting Law

AFL-CIO President George Meany's Plumbers Union was the first union to be charged with violating the voting regulations of the notoriously anti-labor Kennedy-Landrum-Griffin labor law.

Department of Labor officials moved last month to invalidate an election of officers held by Plumbers Local 188 in Savannah, Ga.

Meany's Plumbers Union was also the first to be indicted under the union-busting provisions of the Kennedy-Landrum-Griffin bill, which Meany and AFL-CIO Vice President Walter Reuther strongly supported in Congress last year.

Government lawyers filed a complaint in the Federal Court in Augusta, Ga., alleging three violations of the Kennedy labor law in the election conducted by the Savannah local June 17.

The local is composed of employees of the Southern Paper Board Corp., Port Wentworth, Ga., and the Union Bay—Camp Paper Corp. of Savannah, in addition to employees of plumbing, heating, and air-conditioning contractors in the Savannah area.

Specific allegations against the local are that:

1. It discriminated against a candidate by refusing him inspection of a list containing the names and addresses of union members, when incumbent candidates had access to it.
2. It permitted a number of apprentices to vote, contrary to the union's constitution and bylaws.
3. Union funds, derived from dues and assessments, were used to promote the candidacies of incumbent officers.

The suit is the result of a complaint received from union members by the Bureau of Labor-Management Reports

on July 12. At that time, the complainants advised they had exhausted all of their internal union appeal rights.

Following investigation by the Bureau, it was concluded that there was probable cause to believe that the law had been violated.

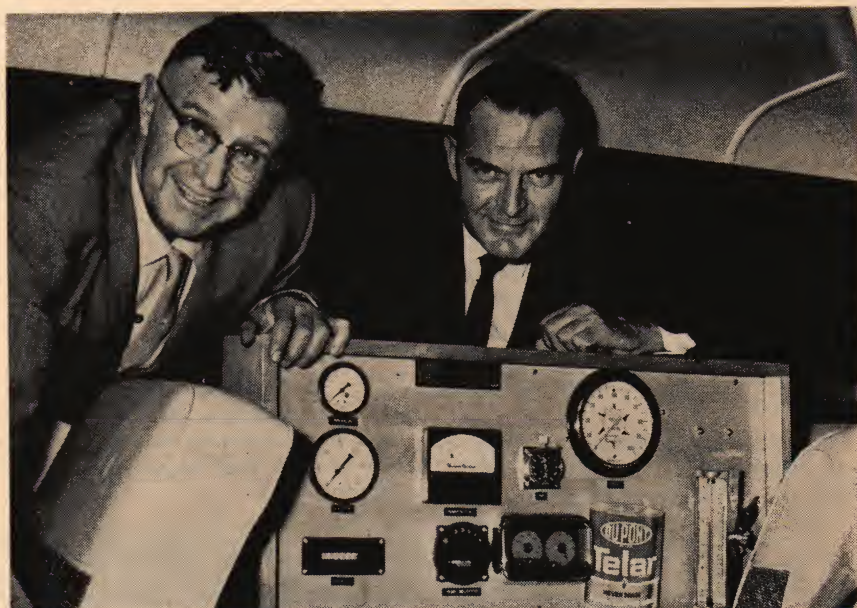
In its suit, the Labor Department asked that the election be declared null and void and that a new election be held under its supervision.

Action in the case is based on

powers granted the Secretary of Labor by the Kennedy-Landrum-Griffin law. The law directs the Secretary to investigate alleged violations of union election procedures. If, on the basis of the investigation, probable cause exists to believe that a violation of the election provisions of the law has occurred and has not been remedied, the Secretary is required within 60 days of the complaint to file a civil suit asking that the election be set aside.

If the court finds that the election provisions were violated and the violation may have affected the outcome of the election, the law provides for a new election under the Secretary's supervision.

## Nation's Two Safest Drivers



The nation's two safest drivers picked from over 300,000 National Safety Council award-winning safe drivers view instruments which will decide the winner in a special safety project conducted by the DuPont Company. At left is Charles J. Espich, a member of Teamster Local 414 in Fort Wayne, Ind. The other contender for the title of "The Nation's Outstanding Safe Driver" is highway patrolman Alex Keilen of Montevideo, Minn. Espich has a no-accident record of 28 years of professional driving.



## More Government Powers

# Kennedy Forewarns Labor on Control

Senator Kennedy gave advance warning to the American labor movement last month that he would use the power of the Presidency to intervene in collective bargaining and dominate labor unions.

In the third of the widely-publicized Kennedy-Nixon debates, Kennedy said as follows:

"I'm talking about giving (the President) four or five tools—not only the fact-finding committee that he now has under the (Taft-Hartley) injunction provision, not only the injunction, but also the power of the fact-finding commission to make recommendations—recommendations which would not be binding, but nevertheless would have great force of public opinion behind them.

"One of the additional powers that I would suggest would be seizure. There might be others. By the President having five powers—four or five powers—and he only has very limited powers today, neither the company nor the union would be sure which power would be used. . . ."

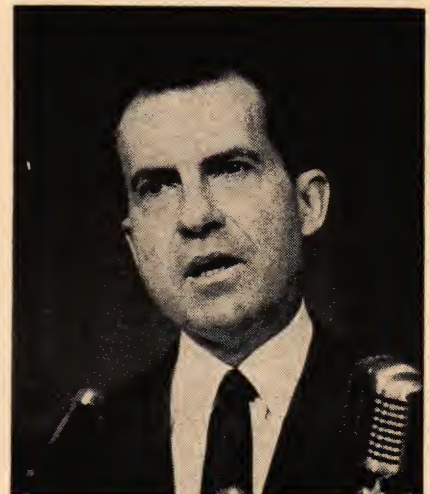
Nixon earlier in the debate had accused Kennedy of favoring compulsory arbitration, a charge which Kennedy denied. Nixon declared that "I do not believe we should have either compulsory arbitration or seizure. I think the moment that you give to the union, on the one side, and to management on the other side, the escape hatch of eventually going to government to get it settled, that most of these great strikes will end up being settled by government, and that will be in the end, in my opinion, wage control; it will mean price control; all the things that we do not want."

Following the televised debate, Nixon's press secretary issued a portion of the text of a speech allegedly made by Kennedy in Fayette City, Pa., on Oct. 9, 1959, which quoted Kennedy as saying:

"In the event both sides fail to set a satisfactory non-government procedure, then the best procedure is to give the President, not merely the power of enjoining the union, but the



Senator Kennedy  
... Tighter Control



Vice President Nixon  
... Against Seizure

## Running Against Hoffa?

NOT THAT he needs any help defending himself, goodness knows, but Teamster boss Jimmy Hoffa has just cause for complaining about Senator Kennedy injecting him into the recent debate between the two presidential candidates.

In what was supposed to have been a discussion of great domestic issues, Senator Kennedy, with complete irrelevancy, suddenly remarked that he is not satisfied "when I see men like Jimmy Hoffa in charge of the largest union in the United States, still free."

It's unlikely that many reasonable persons—with the possible exception of the senator and his investigating brother, Bobbie—seriously regard Mr. Hoffa as a great national issue in this campaign. Mr. Hoffa's actions and record may be of legitimate concern to his union's members, to congress, or to the courts. And there is little doubt that there are a lot of people, including some in organized labor, who would like to see him eased out of the picture.

But Mr. Hoffa is free, as Senator Kennedy put it, for the same reason that some 180 million other U.S. citizens are free. He has not been convicted of any crime and until he is he will remain free, and very probably president of the country's biggest union.

Furthermore, Senator Kennedy was a member of the very McClellan Committee that subjected Mr. Hoffa and his union to one of the most intensive investigations in history, with few appreciable results so far. If Mr. Hoffa's record of law-breaking is of such magnitude as to make of him a great domestic issue in this campaign, why was the committee unable to build a more substantial case against him?

Senator Kennedy's point in dragging Mr. Hoffa into his television debate is perplexing. Was he trying to prove that he is not beholden to all labor without qualification, as some have charged? Was he trying to upgrade the bogey man he and brother Bobbie have made of Mr. Hoffa the past two years? Or was he merely attempting to win a little support from the anti-labor crowd?

—From The Toledo Blade



freest choice of all possible measures to be selected and combined according to the need of the particular situation.

"These measures should include mediation, fact-finding, seizure, compulsory arbitration, injunction with or without retroactive clauses, and the right not to interfere at all."

Following release of this statement, Kennedy's press secretary, Pierre Salinger, a former investigator for the McClellan Committee, claimed that while the reference to compulsory arbitration was included in the draft of Kennedy's speech prepared by a "staff member," Senator Kennedy ordered the reference to compulsory arbitration withdrawn from the speech.

Salinger did not say that Kennedy withdrew any other reference to Presidential intervention, saying that compulsory arbitration had been listed as one among "some fifteen alternate methods which should be available to the President in solving labor disputes."

## Bobby's 'Police State' Pledged

The image of a Kennedy-style police state was etched in sharper lines last month as the arrogant clan continued to marvel publicly about the powers the Presidency would bring them.

Brother Bobby, the gung-ho gang-buster, promised in a Newport, Ky., press conference that his brother Jack would establish a "national crime commission" if elected.

Many people shuddered at the thought of Bobby, as assistant president, wielding effective power over the F.B.I., America's secret police network.

Both Bobby and his brother, the Presidential candidate, continued to promise to use their Presidential powers in an all-out assault on the Teamsters Union and President James R. Hoffa.

In parallel "me-too" views Bobby and Jack were quoted as follows:

Bobby: The Justice Department handled the prosecution of Hoffa "very ineptly."

Jack: "I don't think these prosecutions have been handled against him very satisfactorily."

Bobby: "A new administration can take vigorous action against Hoffa."

Jack: "I think we should conduct the case against him with more vigor, and if successful, will."

Nixon, although specifically opposing compulsory arbitration and government seizure, did express approval of giving additional powers to the President in national emergency strikes, but did not spell them out.

The exchange, and the unrepudiated portion of the Fayette City speech, left Kennedy on record as favoring strong government powers—and hence coercion—over the course of free collective bargaining between labor and management.

Even more important, the powers advocated by Kennedy would not be carefully defined by law, but would be left to the discretion of the President "to be selected and combined according to the needs. . . ."

In the hands of an anti-labor President, such powers could be used to break any strike by any union in America.

In terms of a Teamster strike, it would not be hard to imagine what Kennedy would do to the legitimate goals of the Teamster membership.

Bobby's remarks were given at the Newport press conference; Jack's on a nationally-televised interview.

In no case did either Kennedy make any specific charge against Hoffa or the union. It is well known, however, that both are chagrined because three years of intensive McClellan Committee investigations, in which both took part, produced no evidence of wrong-doing by the Teamster President.

The extent of Bobby's fanatic preoccupation with Hoffa was again evidenced in the Newport conference when he asked reporters: "How can the Eisenhower administration handle Khrushchev and Castro when it can't handle Hoffa?"

"Handling" Hoffa, in Bobby's lingo, means putting him in jail.

Through all this vicious abuse of America's concepts of due process and personal liberty, the American Civil Liberties Union and other vaunted champions of freedom continue to remain oddly silent.

Open threats of a Kennedy "purge" attempt, coupled with the establishment of a Kennedy-led "national crime commission," are apparently viewed by the ACLU as the vengeful rantings of an immature little man.

So goes history.

# A Lonely Day at the Monitors' Office

NOTHING much was happening in the Courts late last month insofar as the Monitor mess was concerned, so we sent a photographer over to the offices of the Monitors to see if anything was being accomplished there by the Monitors' staff.

General Secretary-Treasurer John English must pay over \$5,000 each month in staff salaries, office rent, and other incidental expenses to keep the Monitors office "functioning."

Only one secretary, other than Teamster Monitor William E. Bufalino and his assistant Williard Douglas, was at the office. She refused to have her picture taken.

These pictures were taken at 11:30 a.m., just prior to the second World Series game between the Pittsburgh Pirates and the New York Yankees.

Meantime, the Court of Appeals, after having thrown Terrance McShane off the Board of Monitors for the second time, was still preparing a final decision.

1. Things look very quiet at the \$5,000 per month headquarters of the Court-appointed Board of Monitors.

2. The receptionist's desk is vacant, but there must be somebody around who knows what is going on.

3. John Cassidy, executive assistant to former Chairman Martin O'Donoghue, is still on the payroll, but also absent.

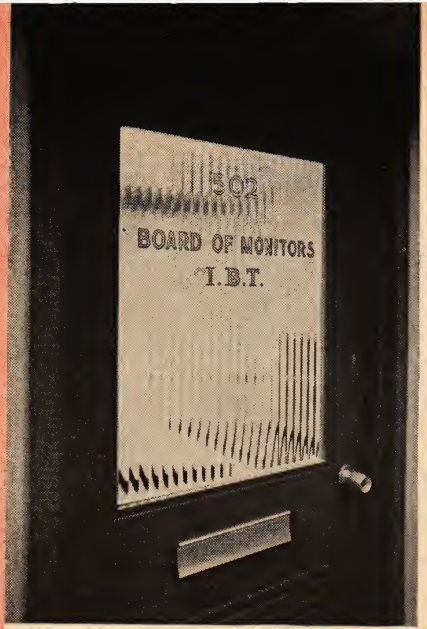
4. Terrance McShane, sometimes a Monitor, isn't in the office either, but the Court of Appeals forced him out.

5. Monitor Lawrence Smith, who has been hired, fired, and rehired as a Monitor by the Courts, is obviously in New York.

6. One secretary was present, but didn't want her picture taken. She left her magazine on the desk when photographer came in.

7. Finally, in Monitor William E. Bufalino's office some activity was found. But he had to find the missing people to do anything.





(1)



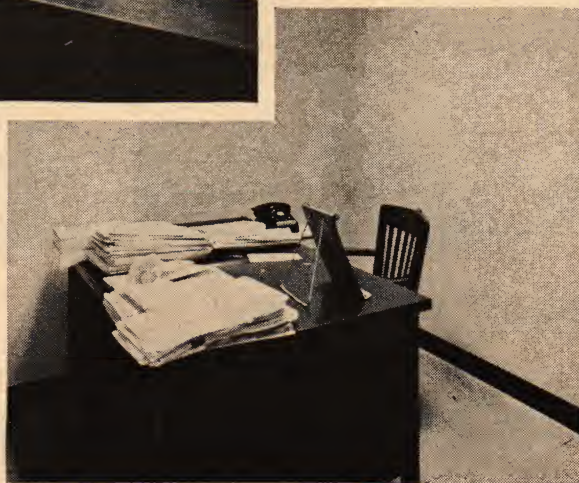
(2)



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(5)

(6)



(7)







## ICC-Railroad Combination

# Jobs Threatened in Car-Haul Industry

**T**HE Interstate Commerce Commission and the railroad industry have created a revolution in the transportation industry that threatens to force the car hauling truckaway companies into bankruptcy, and destroy the jobs of over 15,000 Teamster members employed in the truckaway business.

The truckaway companies are not the only segment of the trucking industry to be hurt by the railroad-ICC combination. Other segments of the trucking industry have suffered for the last years. They have not been able to fight back on equal terms with the railroads because their national trade and service organization, the American Trucking Associations, is creaking with dissension and conservatism.

This, perhaps, is one of the reasons why the railroads waited for several years to take on the car haulers in dog-eat-dog battle. Over the years, the car haulers have been the most

unified and progressive element in the trucking industry. They have always pioneered new ideas. They do not live in the past.

Beginning in June 1959, railroads began piggy-backing cars from St. Louis, Mo., to Tulsa, Okla., and Dallas, Tex. The Frisco Railroad was the first to offer this service to the car manufacturers. Since then, nearly every major railroad in the nation has received approval of piggy-back rates from the Interstate Commerce Commission.

Truckaway companies through their own organization, the National Automobile Transporters Association, attempted to prove to the ICC that many of rate schedules proposed by the railroads are discriminatory, and contrary to the National Transportation Policy spelled out by Congress.

However, ICC has on nearly every occasion overruled the truckers, and allowed the railroads to put their

clearly anti-trucker rates for piggybacking into effect. These discriminatory, price-cutting rates are generally 50% or more under rates offered by the truckaway companies.

The question arises of how the railroads can deliver automobiles for as much as 50% less than the car haulers. The answer lies in the very complex method used by the ICC in formulating rate schedules.

The railroads have gone to the ICC and asked for rates on piggybacking automobiles that are based on "out of pocket costs." This means that the railroads would charge the manufacturers of automobiles only the cost of running an 85 foot flat car loader with two trailers of automobiles from St. Louis to Dallas. The out of pocket expenses include only the cost of fuel for the train engine, the salaries for the railroad employees, and other incidental expenses in moving a freight train between the two points.

Not included in the piggyback rates



This (at left) is the new tri-level railroad car that is hurting the truckaway companies, and the job security of more than 15,000 Teamster members.

are the "fully distributed costs" such as taxes, depreciation of train equipment, replacement costs, and so forth, that the truckers must include in their rates.

Through this favored treatment by the ICC the railroads are able to reduce their rates to a level that the automobile manufacturers cannot afford not to take advantage of.

Teamster officials and truckaway officials charge that the ICC is violating the expressed intent of Congress, spelled out in the National Transportation Policy of 1940, and moreover, is violating the traditional rate-making practices of the ICC.

The National Transportation Policy enunciated by Congress states as follows:

"It is hereby declared to be the National Transportation Policy of the Congress to provide for fair and impartial regulation of all modes of transportation subject to the provisions of this act, so administered as to recognize and preserve the inherent advantages of each; to promote safe, adequate, economical, and efficient service and foster sound economic conditions in transportation and among the several carriers; to encourage the establishment and maintenance of reasonable charges for transportation services, without unjust discriminations, undue preferences or advantages, or unfair or destructive competitive practices; to cooperate with the several states and the duly authorized officials thereof; and to encourage fair wages and equitable working conditions—all to the end of developing, coordinating and preserving a national transportation system by water, highway, and rail, as well as other means, adequate to meet the needs of the national defense. All of the provisions of this act shall be administered and enforced with a view to carrying out the above declaration of policy."

In view of the foregoing, it is quite clear that Teamster officials and executives of the truckaway companies are correct when they charge the ICC of being prejudiced and biased in favor of the railroads, and in direct violation of Congressional policy.

In establishing rate schedules the ICC has traditionally given only minimum consideration to the "out of



The huge train above is all car haul. The railroads are able to put together trains like this because they can get discriminatory rates from the pro-railroad Interstate Commerce Commission.

pocket costs." Generally, the "value of service" measurement has been used to establish rates or tariffs. To not use the "value of service" in formulating piggyback rates in the car hauling industry makes mockery of the Congressional intent. What the "value of service" principle means is that the commodity that is delivered by either rail, ship or truck must be considered in view of its cash value when sold to the consuming public, and charged accordingly for its delivery.

Another important point is that the truckaway business transports only one commodity, while the railroads transport many commodities. Also the truckaway business is a one-way haul, while the railroads have two-way hauls. The rates on one railroad

commodity can subsidize other rates, but truckaway companies do not have this advantage.

For example, sand and gravel are commodities that the railroads can ship much more cheaply than the trucking industry. They are actually captive commodities of the railroads, and the rates on sand and gravel are based on the "distributed cost" principle rather than the "out of pocket costs" principle.

Railroad officials have correctly assumed that, by keeping high rates on "captive commodities", they can use the out of pocket costs principle to invade the truckaway business and others.

This is dramatically proven by the fact that in many instances the railroads are piggybacking the expensive Cadillac automobiles at rates cheaper than those they charge on sand and gravel.

Senator Mike Monroney of Oklahoma, during a recent investigation of the ICC, asked ICC Chairman John Winchell the following question:

"Now I want to know what happens if your rate figures out on the same mileage for carrying Cadillac cars per flatcar as it does for coal or gravel or things of that kind, then I want to know, because I think it illustrates to me that the idea of rate-making has really been very drastically changed."

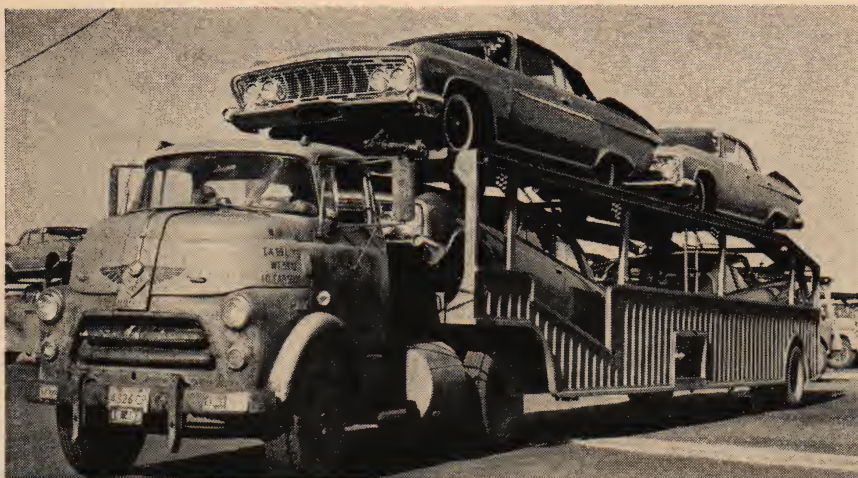
Senator Monroney later described the situation referred to here by saying:

"If you can ship Cadillacs for the



A Teamster (above) loads his truckaway rig. Jobs like this are being threatened.





At left is the familiar four-car rig. Though they are still in use, they are being discarded everyday for more modern and efficient six-car rigs. The ICC has rendered them obsolete by giving railroads discriminatory rates.

Below is a picture of a new six-car rig that the truckaway companies are putting into operation everyday. However, even with a six-car rig, the truckaway companies are being driven out of business.

same price almost as that you can ship coal, then I don't see how you could justify the rates you charge on furniture or the rates you charge on many other commodities that move that are luxury items, and yet they have been going up, up, up, and will continue to do so."

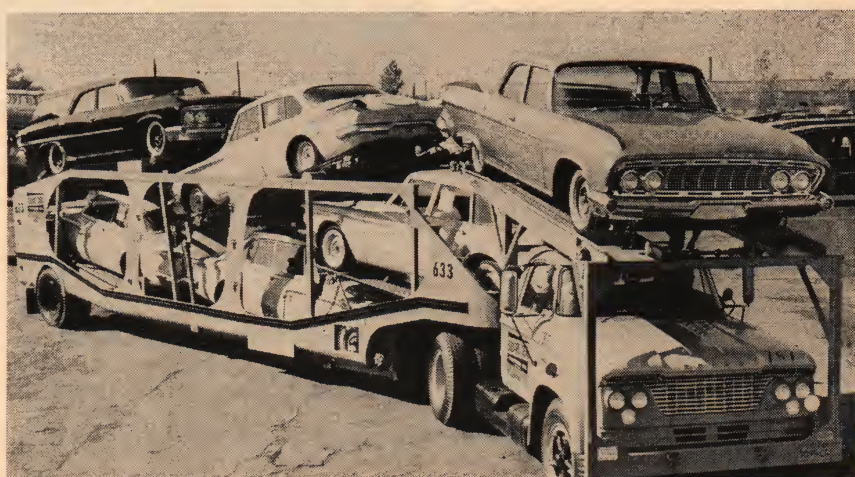
A Senate Interstate and Foreign Commerce Subcommittee, of which Monroney was a member, expertly documented this situation. They also pointed out the massive prejudice of the ICC against the truckaway companies, and in favor of the railroads. The specific case dealt with rates on Cadillacs from Duluth, Minn., to the state of Washington proposed by truckaway companies.

The proposed rate was overruled by ICC. It held:

"The mere fact that the proposed rate may compensate does not establish its reasonableness. Compensativeness is only one of the factors to be considered in determining reasonableness. The proposed rate gives effect to the distance hauled, but the weight and value of the automobiles to be transported are ignored. Thus, a luxury-type automobile with greater weight would be transported, at the same rate as an economy-type automobile with lighter weight. It is just as reasonable that a higher valued automobile with greater weight should pay a higher rate per 100 pounds than smaller, lower valued automobiles."

However, the ICC then approved a similar rate proposal made by Southwestern Freight Bureau, an agent for the Missouri-Kansas-Texas Railroad, for piggybacking automobiles from Kansas City and St. Louis to Dallas, Tex.

The Senate Subcommittee, headed



by Senator Warren Magnuson of Washington, noted that "these rates (were) subject to the same defect as the rates found not justified in the (Duluth) proceeding referred to above. These rates, not being stated in amounts per unit of weight violate the principle enunciated in automobiles from Duluth, Minn., to Washington."

The Magnuson Subcommittee also pointed that these rates were then amended last April giving the railroad the option of using piggyback or substituting specially constructed flat cars for hauling automobiles. The ICC ignored objections, and approved this amendment without making the railroad also amend its rates.

The Magnuson Subcommittee criticized the ICC, saying:

"Various motor carriers protested the proposed substitution rule. They showed that the specially equipped or designed cars had a capacity of 12 regular or 15 compact automobiles: that when highway trailers on flatcars are used the maximum number of automobiles that could be transported

on a single flatcar was eight regular or 10 compact automobiles.

"Thus, without any change in the charge per flatcar the proposed substitution rule, resulted in a reduction of 33.3% in the transportation cost for a regular-sized automobile from Kansas City to Dallas."

In other words, the railroad industry selects a very lucrative market of the trucking industry, such as the hauling cars. It goes to the ICC, and because this so-called regulatory agency is pro-railroad oriented, the railroads are able to obtain discriminatory rates.

In the meantime, the railroad must increase its rates to other than the automobile manufacturers so as to make up for the revenue lost by using the discriminatory rate against the truckaway companies.

In effect, the other users of the railroads' services must subsidize the shipment of new cars until the railroads are able to put the truckaway companies out of business, and obtain a monopoly in this industry. Once



this occurs, then the railroads can raise the rates to the automobile manufacturers without worrying about truckaway because they have been forced out of business.

The ICC, naturally enough, protests all charges that they are biased in favor of the railroads. But the record speaks for itself, and it is unmistakably pro-railroad.

Under the Eisenhower Administration the ICC has been packed with pro-railroad people. ICC Commissioner Charles Webb, for instance, was formerly employed by former Senator John Bricker of Ohio, and Bricker's law firm has been on the payroll of the Pennsylvania Railroad for years. Nationally-known columnists have reported that Bricker's firm received \$60,000 annually just as a retainer all the time Bricker served on the Senate Interstate and Foreign Commerce Committee. This is the committee with jurisdiction over the ICC.

The result of this odd relationship between the ICC and the railroads has been that the truckaway industry may soon be extinct. Already they have lost the entire long distance car hauling business.

It used to be that truckaway had the vast majority of all automobile transportation up to 900 miles, and a majority of the business up to 1,200 miles. Today, their business has been reduced to a maximum of 250-mile hauls.

This in turn has had a serious effect on the Teamster members employed by the car haulers, and the situation is going to get worse before it gets better.

The Frisco Railroad presently has in operation specially-designed tri-level railroad cars that can carry as many as 15 large size cars, and 18 compact cars. With this tremendous equipment advantage, and the huge advantage of a discriminatory rate, it appears that the truckaway industry's days are numbered.

A well-known expert in the field of transportation recently stated:

"The tri-level rates are 131% of existing piggyback rates. Thus, the railroad receives 31% additional revenue on the tri-level car, but at the same time the shipper can load 50% more automobiles."

To illustrate the seriousness of the tri-level operation, it is necessary to compare existing piggyback rates with all truck rates, keeping in mind that the tri-level operation will provide 131% more revenue to the railroads, and allow the shipper to load more automobiles:

#### COMPARISON OF PIGGYBACK RATES WITH ALL-TRUCK RATES

ORIGIN	DESTINATION	PIGGYBACK RATE PER VEHICLE	TRUCK RATE PER VEHICLE
Wixom, Mich.	Minneapolis, Minn.	\$52.00	\$112.60
Detroit, Mich.	Newark, N. J.	55.25	89.06
Milpitas, Calif.	Salt Lake City, Utah	40.00	94.30
Lorain, Ohio	Worcester, Mass.	53.62	100.20
Kansas City, Mo.	Dallas, Texas	38.00	70.55
St. Louis, Mo.	Dallas, Texas	54.00	93.08
Detroit, Mich.	Dallas, Texas	98.00	162.00

It is obvious from this comparison that there are going to be tremendous savings to someone. The big three in the automobile manufacturing industry have already contracted the largest part, and the most profitable, business to the railroads for either piggyback, bi-level or tri-level operation on all of the 1961 models.

The Ford Motor Company is the biggest offender. Next comes Chrysler, and then General Motors. The small automobile manufacturers, like American Motors, must follow the pattern set by the big three or be destroyed.

It is estimated by transportation experts that the Ford Company alone will save \$40-million by shipping its 1961 models via railroad. The savings by Chrysler and General Motors is estimated to be between \$20 million and \$30 million.

This brings an interesting point into focus. These tremendous savings are not being passed on to the consumer, nor are the manufacturers even sharing the excess profits, resulting from

these savings, with the automobile dealers. It is all going into the coffers of the big three.

It would seem that the ICC, according to law, has a responsibility to protect the consuming public from this type of exploitation, but it has done nothing to date. Neither have the automobile distributors done anything to protect the consumer. They have done nothing to gain for themselves a share of this multi-million dollar kitty. Those who have tried to gain a share have been told in so many words "mind your own business or we'll take away your franchise to sell our product."

The national defense makes it imperative that the National Defense Policy be enforced to a letter. In time of war the railroads, despite their boasts, would be the least effective and least dependable form of transportation. The trucking industry is the most dependable, the fastest, and the most flexible form of transportation that exists in America today. It should not be destroyed to satisfy the greed of the railroads.

**This the old-time piggy-back operation in car hauling that provided the initial breakthrough for the railroads to invade the truckaway business.**





## Brewery, Soft Drink Conference

# National Beverage Contract Urged

**THE POLICY BOARD** of the Teamsters' National Conference of Brewery and Soft Drink Workers pegged one national contract as the ultimate goal of the National Division during its recent sessions in San Francisco, California.

In a busy three-day conference, the Board reviewed the Division's organizing successes in recent months, discussed current negotiating problems and laid firm plans for future organizing efforts.

Ray Schoessling, Secretary of the National Division, told the Policy Board of the uniform contracts recently negotiated for workers at the new Budwieser and Schlitz breweries in Tampa, Florida, indicating that uniform agreements won there might be used as a format for future Division negotiations.

Schoessling said that the Board should know that President Hoffa "is solidly behind our policy committee and our Division."

The Division's formal report to the policy body disclosed that the National Division has been able to keep abreast of major breweries decentralization, noting that in most cases the major concerns have built new plants where Teamster contracts exist. "This," said the report, "has tended to promote very good labor relations between Teamster organizations and the brewery industry."

### Outstanding Conditions

Reviewing the National Brewery Division's 13 years of annual and quarterly Conferences, it was disclosed that Teamster members working under brewery and soft drink agreements receive the highest industry wages, hours, pensions and other conditions of employment in the nation.

In their discussions of one national contract, the policy committee pointed to the advantages of not only uniform wages, hours and conditions, but applauded the proposition that it would be possible to settle major grievances around one bargaining table with all local unions having equal representation.

The issue of automation took a

large part of one day's discussion. The policy-making group counted automation in as a continuing problem which has made great inroads in the soft drink and brewery industries.

George Leonard, the Division's National Director, suggested that all Teamster organizations having jurisdiction and membership in connection with the brewery and soft drink industries, "keep a close watch on the development and employment of automation" in their area.

He said that it was entirely possible that the Division may be forced to explore formulas of vested interest in pension programs for Teamster members employed in the industries as well as workers sharing in the savings of automation should the problem worsen.

Delegates to the California Conference also paid high tribute to William "Slim" Ahern, the former Director of the National Division, who has retired.

The Division's General Counsel, P. H. McCarthy, discussed the anti-labor provisions of the Kennedy-Landrum-Griffin bill and discussed the actions now being taken by the

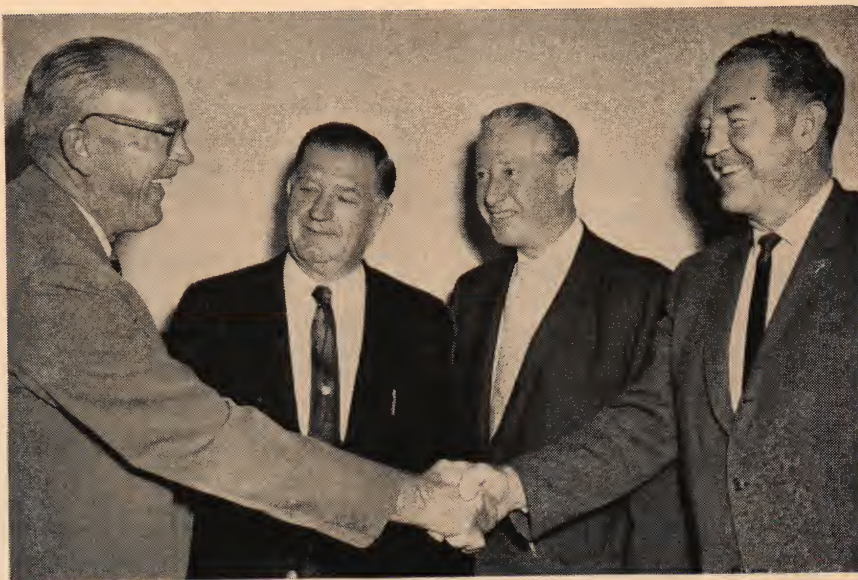
Department of Labor in its enforcement.

Considerable discussion was heard on the action of employers at State Legislatures seeking certain contract relief through association lobbying. Delegates made it known that Teamster affiliates would keep a keen eye on this situation and would keep in close contact with their state governments.

### Legislative Action

"We are ready to take whatever steps are necessary to prevent unfair injury to our membership in the legislative area," Leonard declared.

Teamster Board members attending the Conference included Director George Leonard, Los Angeles; Ray Schoessling, National Secretary, Chicago; Executive Assistant Frank Seban, Chicago; Recording Secretary Joseph Quillen, Newark, N. J.; Vice Directors John Hoh, Brooklyn; Robert Lewis, St. Louis; Dave Levinger, New York; Tony Felicetta, Minneapolis; Edward Costello, San Francisco; Frank Find, Brooklyn; and Trustees John McKelvey, N. J.; Gene Whitney, Spokane, and Lee Hussman of St. Louis.



San Francisco Conference of the International Union's National Brewery and Soft Drink Workers Division drew top Teamster leadership from all parts of the country. From left are William "Slim" Ahern, Retiring Director; National Secretary Ray Schoessling of Chicago; International Vice President Joseph Diviny and National Director George Leonard of Los Angeles.



## CLC Expulsion Spurs Organizing Efforts

### CANADIAN TEAMSTERS FIGHT FOR RIGHTS



**R**EFUSAL of the Teamsters Union to give up its rights to represent truck drivers lies behind the recent expulsion of the Teamsters from the Canadian Labour Congress.

General President James R. Hoffa, in Vancouver, British Columbia, last month told a Teamster audience that the International Union would support the strike of Teamster truck drivers and warehousemen at Canadian Pacific Railroad, the dispute which led to the expulsion.

The dispute arose out of the purchase by Canadian Pacific's Merchandising System of a number of highway truck lines. The drivers, members of the Teamsters Union, were shifted to the Brotherhood of Railroad Freight Handlers and Steamship Clerks.

When the drivers protested, the Canadian Labour Congress upheld the granting of this jurisdiction to the railroad union, rejecting a proposal that the question be left to a vote of the workers.

The Teamsters refused to accept the action of the CLC. Two applications were made to Canada's Labour Relations Board for an election and the Board voted to disqualify the Teamsters on the grounds that the truck drivers in British Columbia were not an appropriate bargaining unit.

When the Teamsters Union refused to accept the CLC ruling and the drivers struck to achieve recognition of the union of their choice, the CLC expelled the Teamsters from the Canadian federation.

An article in the Mine-Mill Herald of September, 1960, referred to the expulsion of the Canadian Teamsters and declared that "the whole deal stinks."

The article, by Harvey Murphy,

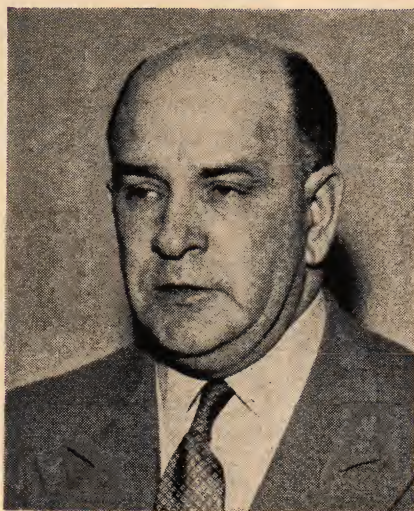
said that "while the C.P.R. bought up the truck lines they are now being informed by the truck drivers that they didn't buy up the men. These men are truck drivers, and they organized into the Teamsters Union; they did not need much persuading by the Teamsters, because the wages and conditions that the Teamsters have built up for the truck drivers of British Columbia are about 65 cents an hour more than provided for in the sweetheart deal that the C.P.R. made" with the rail union.

Expulsion of the Teamsters over this dispute has become a cohesive force within the Dominion, where Teamster officials have unified to expand organization and advance toward common goals.

The Canadian Teamsters have organized a Coordination Committee and plan a Dominion-wide meeting of delegates from Canadian locals early next year.

IBT Canadian director I. M. (Casey) Dodds has also been authorized to request of the Royal Commission on Transportation the right to participate in hearings which would be designed to formulate legislation correcting abuses within the Dominion's trucking industry.

The Teamsters are primarily interested in determining, through the



I. M. Dodds  
Canadian Director



hearings, to what degree government subsidies are being used by railways to purchase trucking firms and operate them to the detriment of independent carriers.

To a standing ovation, Hoffa in Vancouver told Teamster members and their wives that Canadian and U. S. Teamsters need international cooperation.

"Whatever happens to us automatically happens to you," he said, "and whatever happens to you happens to us."

Hoffa said that the International Union spends \$500,000 per year in Canada for organizing purposes. "In return, we have the security of knowing that if an employer owns a truck line operating between the U. S. and Canada, or vice versa, he has no escape, no way of using one against the other, no way of destroying your wage scale or ours," he said.

The General President promised Canadian Teamsters that they would receive financial aid to "fight any employer who defies your right to bargain for you and your family."

The 40,000-member Canadian Teamster body has embarked on an intensive Dominion-wide organizing campaign.

A Louisiana State University economist has called Teamster President James R. Hoffa perhaps the most successful union leader in the United States.

Professor William Wesson, speaking recently before the Louisiana Economic Workshop, said that leaders of other unions have become "mere professional managers, content to handle business detail, but unwilling to actively lead union campaigns with the old missionary zeal."

He pointed out that, in spite of the overall economic growth of the nation, union membership has been decreasing. In contrast, he said, the Teamsters Union has grown to the largest in the U. S. under Hoffa's aggressive leadership.

Dr. Wesson declared that loss of union membership can be attributed mainly to loss of "the old missionary zeal which characterized unions from 1870 to 1940 and which has not been passed on to present-day leaders."

## Sears Dispute Won by IBT

A lengthy dispute between Teamster Local 856 and Sears Roebuck & Company ended last month in a victory for the IBT with the signing of a new labor agreement recognizing Local 856 as the bargaining representative for all classifications covered by previous contracts.

The dispute began when the company terminated members of the Teamster organization who refused to cross a picket line established by the

Machinists' Union last May. The new settlement provides for the reinstatement of these employees.

The new contract, still to be ratified by Local 856's membership, ends both the boycott and litigation which was brought against Sears during the period of dispute.

Provisions of the settlement call for new minimum wage rates plus other improvements in fringe benefits.

## Bill Skowron Star to Union



"For achievement and sportsmanship on the baseball diamond, and human understanding and fair play across the bargaining table," is the inscription on the plaque held by Bill Skowron, first baseman for the New York Yankees. John Quartararo, organizer for Teamsters Local 97, presented the trophy to Skowron at Yankee Stadium. The presentation was carried on a nation-wide television and radio hook-up. Skowron heads the Bill "Moose" Skowron Sign Company in Newark, N. J., and has a bargaining agreement with Local 97.

## Hoffa at Stewards' Conference



General President Hoffa is shown here addressing Local 738's first annual Stewards Conference in the Sherman Hotel in Chicago. Over 100 stewards, representing nearly 5,000 Teamster members, attended the session. At the General President's left is Michael Fomusa, secretary-treasurer of Local 738.



# Your Congressman Is Up For Re-election

## How Did He Vote on Kennedy-Landrum-Griffin?

Printed on these pages are the votes of your Congressmen in the last session of Congress on the labor-busting Kennedy-Landrum-Griffin Law. There were three key votes.

No. 1 was the vote to substitute the Landrum-Griffin amendment in the House, instead of the milder Elliott bill which had been reported out of the House Labor Committee. This was a truly crucial vote. Those who voted wrong on No. 1 can only be described as strongly anti-labor.

No. 2 was the next vote, after

the Landrum-Griffin amendment was adopted by the House. This was a vote to recommit it to the Labor Committee for revision. By and large the votes on No. 1 and No. 2 are the same, although some fainthearted souls, voting against L-G on the first go-round, voted to keep it on the second.

No. 3 was the "killer" vote. This was the vote to adopt the Kennedy-Landrum-Griffin Bill as finally drawn up by the joint Senate-House conference committee. By this vote, the

bill became law. Many congressmen who voted right on Nos. 1 and 2 voted wrong on No. 3, using as their excuse the fact that the battle had already been lost. Only 52 Congressmen stood up to vote against its passage, while 352 voted for passage.

The list below shows those who voted right (R) and those who voted wrong (W) on these three key votes. Use it to help you determine whom to vote for on November 8.

(Those in **Bold Face Type** Voted for Labor All the Way Through.)

	#1	#2	#3
<b>ALABAMA</b>			
Frank W. Boykin (D).....	W	NV	W
George M. Grant (D).....	W	W	W
George M. Andrews (D).....	W	W	NV
Kenneth A. Roberts (D).....	W	W	W
Albert Rains (D).....	R	W	W
Armistead I. Selden, Jr. (D).....	W	W	W
Carl Elliott (D).....	NV	NV	W
Robert E. Jones, Jr. (D).....	R	W	W
George Huddleston, Jr. (D).....	W	W	W

<b>ALASKA</b>			
Ralph J. Rivers (D).....	R	R	W

<b>ARIZONA</b>			
John J. Rhodes (R).....	W	W	NV
Stewart L. Udall (D).....	R	W	W

<b>ARKANSAS</b>			
E. C. Gathings (D).....	W	W	W
Wilbur D. Mills (D).....	W	W	W
James W. Trimble (D).....	R	W	W
Oren Harris (D).....	W	W	W
Dale Alford (D).....	R	W	W
W. F. Norrell (D).....	W	W	W

<b>CALIFORNIA</b>			
Clement W. Miller (D).....	R	R	W
<b>Harold T. Johnson (D)</b> .....	R	R	R
John E. Moss (D).....	R	R	W
William S. Mailliard (R).....	W	W	W
<b>John F. Shelley (D)</b> .....	R	R	R
John F. Baldwin, Jr. (R).....	R	W	W
Jeffery Cohelan (D).....	R	R	W
George P. Miller (D).....	R	R	W
J. Arthur Younger (R).....	W	W	W
Charles S. Gubser (R).....	W	W	W
John J. McFall (D).....	R	R	W
B. F. Sisk (D).....	R	R	W

	#1	#2	#3
<b>CALIFORNIA (Continued)</b>			
Charles M. Teague (R).....	W	W	W
Harlan Hagen (D).....	R	R	W
Gordon L. McDonough (R).....	W	W	NV
Donald L. Jackson (R).....	W	W	W
Cecil R. King (D).....	R	R	W
Craig Hosmer (R).....	W	W	W
Chet Holifield (D).....	R	R	NV
H. Allen Smith (R).....	W	W	W
Edgar W. Hiestand (R).....	W	W	W
Joe Holt (R).....	W	W	W
Clyde Doyle (D).....	R	R	W
Glenard P. Lipscomb (R).....	W	W	W
<b>George A. Kasem (D)</b> .....	R	R	R
<b>James Roosevelt (D)</b> .....	R	R	R
Harry R. Sheppard (D).....	R	R	W
James B. Utt (R).....	W	W	W
D. S. (Judge) Saund (D).....	R	R	W
Bob Wilson (R).....	W	W	W

<b>COLORADO</b>			
Byron G. Rogers (D).....	R	W	W
Byron L. Johnson (D).....	R	W	W
J. Edgar Chenoweth (R).....	W	W	W
Wayne N. Aspinall (D).....	R	W	W

<b>CONNECTICUT</b>			
Emilio Q. Daddario (D).....	R	R	W
Chester Bowles (D).....	R	R	W
Robert N. Giaimo (D).....	R	R	W
Donald J. Irwin (D).....	R	R	W
John S. Monagan (D).....	R	W	W
at large:			
<b>Frank Kowalski (D)</b> .....	R	R	R

<b>DELAWARE</b>			
at large:			
Harris B. McDowell, Jr. (D)....	R	W	W

	#1	#2	#3
<b>FLORIDA</b>			
William C. Cramer (R).....	W	W	W
Charles E. Bennett (D).....	W	W	W
Robert L. F. Sikes (D).....	W	W	NV
Dante B. Fascell (D).....	W	W	W
A. S. (Syd) Herlong, Jr. (D)....	W	W	W
Paul G. Rogers (D).....	W	W	W
James A. Haley (D).....	W	W	W
D. R. (Billy) Matthews (D).....	W	W	W

<b>GEORGIA</b>			
Prince H. Preston (D).....	W	W	W
J. L. Pilcher (D).....	W	W	W
E. L. (Tic) Forrester (D).....	W	W	W
John J. Flynt, Jr. (D).....	W	W	W
James C. Davis (D).....	W	W	W
Carl Vinson (D).....	W	W	W
Erwin Mitchell (D).....	R	W	W
Iris Faircloth Blitch (D).....	W	W	W
Phil M. Landrum (D).....	W	W	W
Paul Brown (D).....	W	W	W

<b>HAWAII</b>			
<b>Daniel Inouye (D)</b> .....	R	R	R

<b>IDAHO</b>			
Gracie Pfost (D).....	R	W	W
Hamer H. Budge (R).....	W	W	W

<b>ILLINOIS</b>			
<b>William L. Dawson (D)</b> .....	R	R	R
Barratt O'Hara (D).....	R	R	W
William T. Murphy (D).....	R	R	W
Edward J. Derwinski (R).....	W	W	NV
John C. Kluczynski (D).....	R	R	W
Thomas J. O'Brien (D).....	R	R	W
<b>Roland V. Libonati (D)</b> .....	R	R	R
Dan Rostenkowski (D).....	R	R	W

(Continued)



# ILLINOIS (Continued)

	#1	#2	#3
Sidney R. Yates (D)	R	R	W
Harold R. Collier (R)	W	W	W
Roman C. Pucinski (D)	R	R	W
Marguerite Stitt Church (R)	W	W	W
Elmer J. Hoffman (R)	W	W	W
Noah M. Mason (R)	W	W	W
Leo E. Allen (R)	W	W	W
Leslie C. Arends (R)	W	W	W
Robert H. Michel (R)	W	W	W
Robert B. Chipfield (R)	W	W	W
Edna Oakes Simpson (R)	W	W	W
William L. Springer (R)	W	W	W
George E. Shipley (D)	R	R	W
Melvin Price (D)	R	R	R
Kenneth J. Gray (D)	R	R	W

# INDIANA

Ray J. Madden (D)	R	R	R
Charles A. Halleck (R)	W	W	W
John Brademas (D)	R	R	W
E. Ross Adair (R)	W	W	W
J. Edward Roush (D)	R	R	W
Fred Wampler (D)	R	R	W
William G. Bray (R)	R	R	W
Winfield K. Denton (D)	R	R	W
Earl Hogan (D)	R	R	W
Randall S. Harmon (D)	R	R	R
Joseph W. Barr (D)	R	R	W

# IOWA

Fred Schwengel (R)	R	W	W
Leonard G. Wolf (D)	R	W	W
H. R. Gross (R)	W	W	W
Neal Smith (D)	R	W	W
Merwin Coad (D)	R	W	W
Ben F. Jensen (R)	W	W	W
Charles P. Hoeven (R)	W	W	W

# KANSAS

William H. Avery (R)	W	W	W
Newell A. George (D)	R	W	W
Denver D. Hargis (D)	R	R	W
Edward H. Rees (R)	W	W	W
J. Floyd Breeding (D)	W	W	W
Wint Smith (R)	W	W	W

# KENTUCKY

Frank A. Stubblefield (D)	R	W	W
William H. Natcher (D)	R	W	W
Frank Chelf (D)	R	W	W
Frank W. Burke (D)	R	W	W
Brent Spence (D)	R	R	W
John C. Watts (D)	R	W	W
Carl D. Perkins (D)	R	R	R
Eugene Siler (R)	W	W	W

# LOUISIANA

F. Edward Hebert (D)	W	W	W
Hale Boggs (D)	R	W	W
Edwin H. Willis (D)	W	W	W
Overton Brooks (D)	W	W	W
Otto E. Passman (D)	W	W	W
James H. Morrison (D)	R	W	W
T. A. Thompson (D)	W	NV	W
Harold B. McSween (D)	W	W	W

# MAINE

James C. Oliver (D)	R	R	R
Frank M. Coffin (D)	R	W	W
Clifford G. McIntire (R)	W	W	W

# MARYLAND

Thomas F. Johnson (D)	W	R	W
Daniel B. Brewster (D)	W	W	W
Edward A. Garmatz (D)	R	R	R
George H. Fallon (D)	W	W	W
Richard E. Lankford (D)	W	W	W
John R. Foley (D)	R	R	W
Samuel M. Friedel (D)	R	R	W

# MASSACHUSETTS

Silvio O. Conte (R)	W	W	W
Edward P. Boland (D)	R	R	W
Philip J. Philbin (D)	R	R	W
Harold D. Donohue (D)	R	R	W
William H. Bates (R)	W	W	W
Thomas J. Lane (D)	R	R	W
Torbert H. Macdonald (D)	R	R	W
Hastings Keith (R)	W	W	W
Laurence Curtis (R)	W	W	W
Thomas P. O'Neill, Jr. (D)	R	R	R
John W. McCormack (D)	R	R	W
James A. Burke (D)	R	R	W
Joseph W. Martin, Jr. (R)	W	W	W

# MICHIGAN

Thaddeus M. Machrowicz (D)	R	R	W
George Meader (R)	W	W	W
August E. Johansen (R)	W	W	W
Clare E. Hoffman (R)	W	W	W
Gerald R. Ford, Jr. (R)	W	W	NV
Charles E. Chamberlain (R)	W	W	W
James G. O'Hara (D)	R	R	W
Alvin M. Bentley (R)	W	W	W
Robert P. Griffin (R)	W	W	W
Elford A. Cederberg (R)	W	W	W
Victor A. Knox (R)	W	W	W
John B. Bennett (R)	R	R	W
Charles C. Diggs, Jr. (D)	NV	R	W
Louis C. Rabaut (D)	R	R	W
John D. Dingell (D)	R	R	W
John Lesinski (D)	R	W	NV
Martha W. Griffiths (D)	R	W	W
William S. Broomfield (R)	W	W	W

# MINNESOTA

Albert H. Quie (R)	W	W	W
Ancher Nelsen (R)	W	W	W
Roy W. Wier (D)	R	R	R
Joseph F. Karth (D)	R	R	R
Walter H. Judd (R)	W	W	W
Fred Marshall (D)	R	R	NV
H. Carl Andersen (R)	W	W	W
John A. Blatnik (D)	R	R	R
Odin Langen (R)	W	W	W

# MISSISSIPPI

Thomas G. Abernethy (D)	W	W	W
Jamie L. Whitten (D)	W	W	W
Frank E. Smith (D)	W	W	W
John Bell Williams (D)	W	W	W
Arthur Winstead (D)	W	W	W
William M. Colmer (D)	W	W	W

# #1 #2 #3

# MISSOURI

Frank M. Karsten (D)	R	R	R
Thomas B. Curtis (R)	W	W	W
Leonor K. Sullivan (D)	R	R	W
W. J. Randall (D)	R	R	W
Richard Bolling (D)	R	R	W
W. R. Hull, Jr. (D)	W	W	W
Charles H. Brown (D)	R	R	W
A. S. J. Carnahan (D)	R	R	W
Clarence Cannon (D)	W	W	W
Paul C. Jones (D)	W	W	NV
Morgan M. Moulder (D)	R	W	W

# MONTANA

Lee Metcalf (D)	R	R	W
LeRoy H. Anderson (D)	R	R	W

# NEBRASKA

Phil Weaver (R)	W	W	W
Glenn Cunningham (R)	R	W	W
Lawrence Brock (D)	W	W	W
Donald F. McGinley (D)	R	W	W

# NEVADA

at large:			
Walter S. Baring (D)	R	W	W

# NEW HAMPSHIRE

Chester E. Merrow (R)	R	R	W
Perkins Bass (R)	W	W	W

# NEW JERSEY

William T. Cahill (R)	R	W	W
Milton W. Glenn (R)	W	W	W
James C. Auchincloss (R)	W	W	W
Frank Thompson, Jr. (D)	R	R	W
Peter Frelinghuysen, Jr. (R)	W	W	W
Florence P. Dwyer (R)	W	W	W
William B. Widnall (R)	W	W	W
Gordon Canfield (R)	NV	NV	NV
Frank C. Osmers, Jr. (R)	R	W	W
Peter W. Rodino, Jr. (D)	R	R	W
Hugh J. Addonizio (D)	R	R	W
George M. Wallhauser (R)	W	W	W
Cornelius E. Gallagher (D)	R	R	W
Dominick V. Daniels (D)	R	R	W

# NEW MEXICO

at large:			
Joseph M. Montoya (D)	R	R	W
Thomas G. Morris (D)	W	W	W

# NEW YORK

Stuyvesant Wainwright (R)	W	W	NV
Steven B. Derounian (R)	W	W	W
Frank J. Becker (R)	W	W	W
Seymour Halpern (R)	W	W	W
Albert H. Bosch (R)	W	W	W
Lester Holtzman (D)	R	R	R
James J. Delaney (D)	R	R	R
Victor L. Anfuso (D)	R	R	R
Eugene J. Keogh (D)	R	R	R
Edna F. Kelley (D)	R	R	W
Emanuel Celler (D)	R	R	R
Francis E. Dorn (R)	W	W	W
Abraham J. Multer (D)	R	R	R
John J. Rooney (D)	R	R	R
John H. Ray (R)	W	W	W

(Continued)



	#1	#2	#3
<b>NEW YORK (Continued)</b>			
Adam C. Powell (D)	R	R	R
John V. Lindsay (R)	W	W	W
Alfred E. Santangelo (D)	R	R	R
Leonard Farbstein (D)	R	R	R
Ludwig Teller (D)	R	R	R
Herbert Zelenko (D)	R	R	R
James C. Healey (D)	R	R	R
Isidore Dollinger (D)	R	R	R
Charles A. Buckley (D)	R	R	R
Paul A. Fino (R)	R	R	R
Edwin B. Dooley (R)	W	W	W
Robert R. Barry (R)	W	W	W
Katharine St. George (R)	W	W	NV
J. Ernest Wharton (R)	W	W	W
Leo W. O'Brien (D)	R	W	NV
Dean P. Taylor (R)	W	W	W
Samuel S. Stratton (D)	R	W	W
Clarence E. Kilburne (R)	W	W	W
Alexander Pirnie (R)	W	W	W
R. Walter Riehman (R)	W	W	W
John Taber (R)	W	W	W
Howard W. Robison (R)	W	W	W
Jessica McC. Weis (R)	W	W	W
Harold C. Ostertag (R)	W	W	W
William E. Miller (R)	W	W	W
Thaddeus J. Dulski (D)	R	R	R
John R. Pillion (R)	W	W	W
Chas. E. Goodell (R)	W	W	W

#### NORTH CAROLINA

Herbert C. Bonner (D)	W	W	W
L. H. Fountain (D)	W	W	W
Graham A. Barden (D)	W	W	W
Harold D. Cooley (D)	W	W	NV
Ralph J. Scott (D)	W	W	W
Carl T. Durham (D)	W	W	W
Alton Lennon (D)	W	W	W
A. Paul Kitchin (D)	W	W	W
Hugh Q. Alexander (D)	W	W	W
Charles Raper Jonas (R)	W	W	W
Basil L. Whitener (D)	W	W	W

#### NORTH DAKOTA

at large:			
Quentin Burdick (D)	R	R	R
Don L. Short (R)	W	W	W

#### OHIO

Gordon H. Scherer (R)	W	W	W
William E. Hess (R)	W	W	W
Paul F. Schenck (R)	W	W	W
William M. McCulloch (R)	W	W	W
Delbert L. Latta (R)	W	W	W
Clarence J. Brown (R)	W	W	W
Jackson E. Betts (R)	W	W	W
Thomas L. Ashley (D)	R	R	W
Walter H. Moeller (D)	R	W	W
Robert E. Cook (D)	R	W	W
Samuel L. Devine (R)	W	W	W
A. D. Baumhart, Jr. (R)	W	W	NV
William H. Ayres (R)	W	W	W
John E. Henderson (R)	W	W	W
Frank T. Bow (R)	W	W	W
Robert W. Levering (D)	R	W	W
Wayne L. Hays (D)	R	R	W

#### OHIO (Continued)

Michael J. Kirwan (D)	R	R	W
Michael A. Feighan (D)	R	R	W
Charles A. Vanik (D)	R	R	R
Francis P. Bolton (R)	W	W	NV
William E. Minshall (R)	W	W	NV

#### OKLAHOMA

Page Belcher (R)	W	W	W
Ed Edmondson (D)	R	W	W
Carl Albert (D)	R	R	W
Tom Steed (D)	R	W	W
John Jarman (D)	W	W	W
Toby Morris (D)	R	R	W

#### OREGON

Walter Norblad (R)	W	W	W
Al Ullman (D)	R	R	W
Edith Green (D)	R	R	W
Charles O. Porter (D)	R	R	W

#### PENNSYLVANIA

William A. Barrett (D)	R	R	R
Kathryn E. Granahan (D)	R	R	R
James A. Byrne (D)	R	R	R
Robert N. C. Nix (D)	R	R	R
William J. Green, Jr. (D)	R	R	R
Hermann Toll (D)	R	R	R
William H. Milliken, Jr. (R)	W	W	W
Willard S. Curtin (R)	W	W	W
Paul B. Dauge (R)	W	W	W
Stanley A. Prokop (D)	R	R	R
Daniel J. Flood (D)	R	R	R
Ivor D. Fenton (R)	W	W	W
John A. Lafore, Jr. (R)	W	W	W
George M. Rhodes (D)	R	R	W
Francis E. Walter (D)	R	R	W
Walter M. Mumma (R)	W	W	W
James M. Quigley (D)	R	R	W
James E. VanZandt (R)	R	W	W
John H. Dent (D)	R	R	R
John P. Saylor (R)	R	—	R
Leon H. Gavin (R)	W	W	W
Carroll D. Kearns (R)	W	R	W
Frank M. Clark (D)	R	R	W
Thomas E. Morgan (D)	R	R	R
James G. Fulton (R)	R	W	W
William S. Moorhead (D)	R	R	W
Robert J. Corbett (R)	R	W	W
Elmer J. Holland (D)	R	R	R

#### RHODE ISLAND

Aime J. Forand (D)	R	R	W
John E. Fogarty (D)	R	R	W

#### SOUTH CAROLINA

L. Mendel Rivers (D)	W	W	W
John J. Riley (D)	W	W	W
W. J. Bryan Dorn (D)	W	W	W
Robert T. Ashmore (D)	W	W	W
Robert W. Hemphill (D)	W	W	W
John L. McMillan (D)	W	W	NV

#### SOUTH DAKOTA

George S. McGovern (D)	R	W	W
E. Y. Berry (R)	W	W	W

#### TENNESSEE

B. Carroll Reece (R)	W	W	W
Howard H. Baker (R)	W	W	W
James B. Frazier, Jr. (D)	W	W	W
Joe L. Evins (D)	W	W	NV
J. Carlton Loser (D)	W	W	W
Ross Bass (D)	R	W	W
Tom Murray (D)	W	W	W
Robert A. Everett (D)	W	W	W
Clifford Davis (D)	W	W	W

#### TEXAS

Wright Patman (D)	R	W	W
Jack Brooks (D)	R	W	W
Lindley Beckworth (D)	W	W	W
Sam Rayburn (D)			
Bruce Alger (R)	W	W	W
Olin E. Teague (D)	W	W	W
John Dowdy (D)	W	W	W
Albert Thomas (D)	R	R	W
Clark W. Thompson (D)	R	W	W
Homer Thornberry (D)	W	W	W
W. R. Poage (D)	W	W	NV
Jim Wright (D)	W	W	W
Frank Ikard (D)	W	W	W
John Young (D)	W	W	W
Joe M. Kilgore (D)	W	W	W
J. T. Rutherford (D)	W	W	W
Omar Burleson (D)	W	W	W
Walter Rogers (D)	W	W	W
George Mahon (D)	W	W	W
Paul J. Kilday (D)	W	W	W
O. C. Fisher (D)	W	W	W
Bob Casey (D)	W	W	W

#### UTAH

Henry Aldous Dixon (R)	W	W	W
David S. King (D)	R	W	W

#### VERMONT

at large:			
William H. Meyer (D)	R	R	R

#### VIRGINIA

Thomas N. Downing (D)	W	W	W
Porter Hardy, Jr. (D)	W	W	W
J. Vaughan Gary (D)	W	W	W
Watkins M. Abbitt (D)	W	W	W
William M. Tuck (D)	W	W	W
Richard H. Poff (R)	W	W	W
Burr P. Harrison (D)	W	W	W
Howard W. Smith (D)	W	W	W
W. Pat Jennings (D)	R	W	W
Joel T. Broyhill (R)	W	W	NV

#### WASHINGTON

Thomas M. Pelly (R)	W	W	W
Jack Westland (R)	W	NV	W
Russell V. Mack (R)	W	W	W
Catherine May (R)	W	W	W
Walt Horan (R)	W	W	W
Thor C. Tollefson (R)	R	W	W
Don Magnuson (D)	R	R	W

#### WEST VIRGINIA

Arch A. Moore, Jr. (R)	R	R	W
Harley O. Staggers (D)	R	R	R
Cleveland M. Bailey (D)	R	R	R

(Continued)



	#1	#2	#3
<b>WEST VIRGINIA (Continued)</b>			
Ken Hechler (D).....	R	W	W
Elizabeth Kee (D).....	R	R	R
John M. Slack, Jr. (D).....	R	R	W

#### WISCONSIN

Gerald T. Flynn (D).....	R	R	R
Robert W. Kastenmeier (D).....	R	R	W
Gardner R. Withrow (R).....	R	R	W
Clement J. Zablocki (D).....	R	R	W
Henry S. Reuss (D).....	R	R	W

#### WISCONSIN (Continued)

William K. Van Pelt (R).....	W	W	NV
Melvin R. Laird (R).....	W	W	W
John W. Byrnes (R).....	W	W	W
Lester R. Johnson (D).....	R	R	W
Alvin E. O'Konski (R).....	R	W	W

#### WYOMING

at large:			
Keith Thomson (R).....	W	W	W

## Says Bobby Kennedy in Position of Power is 'Blood-Chilling Thought'

By Ralph de Toledano

(From The Atlantic City Press)

When Irving Ives of New York was still in the United States Senate, he complained bitterly and often of Robert F. Kennedy, counsel to the McClellan Labor Rackets Committee. Ives was vice chairman of the committee, but when I once asked him for some information, he said: "I don't know what's going on. Bobby never tells me anything. The only time he talks to me is to yell at me." That a salaried employee should shout at a Senator was startling enough. That the Senator took it was a shocker.

Bobby Kennedy, however, was the real power in the committee. He ran it as his own private domain. When the committee agreed to send out 15 investigators to look into the affairs of the United Auto Workers, Bobby ignored the decision and sent only three. One favored reporter was given a full dossier on witnesses to be called. The rest of the press had to scramble for the facts as each witness was put on the stand. Those correspondents who wrote critically of Bobby or of the Democratic members of the committee were shut out completely.

At the Democratic National Convention, in the hours before Sen. John F. Kennedy was nominated, Bobby promised the vice presidential nomination to Sens. Henry Jackson and Stuart Symington, and to Gov. Orville Freeman of Minnesota. Those who watched him work with the delegates noted that he could turn off the boyish charm and become hard, cold and implacable. It also became apparent that he, and not Jack Kennedy, was the dominant member of the family team. "Clear It With Bobby" was the password of the convention. Behind his occasional tantrums, there was a

cold mind at work, guiding his brother's destinies—and his own.

The prevailing feeling among the press about Bobby Kennedy is best summed up by what a prominent Washington newspaperman said in another context: "He has all the patience of a vulture, without any of the dripping sentimentality." Even the violently pro-Kennedy reporters agreed that Bobby achieving a position of power, should Senator Kennedy be elected, was a blood-chilling thought.

Among Republicans, therefore, a feeling exists that Bobby Kennedy will be the most vulnerable link in the Kennedy chain. His remark at the convention—that he represented a group which will "take over America"—shocked many Kennedy supporters. His arrogant disregard for others, and the lack of that instinct which warns a person that he is treading on toes, will clash dramatically with the image that Senator Kennedy is attempting to project to the public—or so Republicans think.

Bobby's interference in the internal affairs of New York have already resulted in widening the split between the regular Tammany organization, headed by Carmine DeSapio, and the parallel reform group, headed by Mrs. Franklin D. Roosevelt and former Air Secretary Thomas Finletter. The reform group has its mass following in the old Stevenson clubs which worked so enthusiastically in 1952 and 1956. Bobby has so irritated both groups that the Democrats are planning to call in an impartial chairman and intermediary in order to keep the peace.

Republicans believe that Bobby's bobbles will increase as the campaign grows tenser. His tendency to obliterate

rather than conciliate, to order rather than request, will not be appreciated by veteran politicians accustomed to the pat on the back—even if it is to camouflage the deep stab. Campaign workers, in the heat of a convention, may submit to the drill-sergeant approach—but how will it sit with a Gov. David Lawrence of Pennsylvania or, for that matter, with state and county chairmen who must be pampered and mollified at every turn?

The late Alben Barkley frequently said that in politics it's not "what you have done for me?" but "what have you done for me lately?" Bobby's response to the question is to tighten the thumb screws. A prominent economist who, as a delegate to the convention, supported Adlai Stevenson, received a barrage of phone calls from clients telling him that it would be "bad for his business" if he did not switch to Senator Kennedy.

It is being asked: Just how much can Bobby's behavior affect the course of the campaign? The answer is: plenty. As campaign manager for his brother, Bobby Kennedy will have the trying and delicate task of keeping together the disparate, and warring elements which make up the Democratic Party. If he fails, then Senator Kennedy might just as well save his breath.

Significantly enough, some Democrats agree with the Republicans that Bobby Kennedy is Nixon's secret weapon. They suspect that the American voter will be frightened off by visions of a family dynasty taking over the White House. They know the extremely tight bonds which link the Kennedy brothers to each other and to their father. To suggest that Bobby take a long vacation until election day—something these Democrats would like to see—would court swift and massive retaliation. They also realize that to separate Jack from Bobby would be just as difficult as driving a wedge between Fidel and Raul Castro.

Given this situation, the Republicans who carry the campaign in its lower echelons will occasionally lower a mortar shell at Bobby Kennedy. They will picture him as the man slated to be the assistant president, should Senator Kennedy be elected. One Democrat predicted that "he will make Sherman Adams look like George Milquetoast." And therefore Republicans will make every effort to acquaint the voter with their interpretation of Bobby's activities as counsel to the Senate Labor Rackets Committee, the dossier of which has already been prepared.



# TIME OFF TO VOTE

## Union Contracts, Some State Laws Assure You the Privilege of Casting Ballot Nov. 8

An increasing number of union-negotiated contracts set Election Day as a paid holiday or make some other provision for letting employees in the bargaining unit take time off to vote.

In 29 states—even if the union contract has no voting-time provision—state law does. In 17 of these states, employees can draw full wages while they are casting their ballots.

In areas where neither union contracts nor state laws provide time off to vote, union shop committees still have time to work out voting schedules that permit all employees who need extra time to be away from their jobs long enough to do their duties as citizens.

Employees in nearly all states have the right to apply for absentee ballots in advance if they know they can't get to the polls in person.

In most of the 29 states where state law provides time off for voting, an employer who refuses to grant such time off is subject to fine or imprisonment. But, the time off is not automatic, and in some cases, it applies only where an employee would not have enough time to get to the polls on his own.

**Most of the 29 state laws permit time off only to properly registered voters who apply for it to their employer well in advance of Election Day. The employer is then usually permitted to specify the hours of absence.**

**In some cases, employees who apply for time off but fail to vote can be penalized.**

Here is a summary of voting laws in the 50 states. Where state laws provide for time off *with pay*, it is so stated. In other states, laws either authorize pay deductions or fail to mention the subject.

**Alabama**—In counties with 75,000 to 130,000 population, employees may take two hours off. Elsewhere—including the cities of Birmingham, Mobile and Montgomery—time off must be worked out with individual employer. Employer may specify the hours of absence.

**Alaska**—Employees who do not have sufficient time to vote outside his working hours may take up to two hours off with pay.

**Arizona**—Two hours off with pay if applied for in advance. Employer may specify hours of absence.

**Arkansas**—All shops must suspend work or change shifts not later than 4 p. m. on Election Day. No pay deduction permitted.

**California**—Maximum of two hours off with pay if needed. Employees may take additional time without pay. All time must be taken at beginning or end of shift. Application must be made at least two working days in advance.

**Colorado**—Two hours off without pay for hourly paid employees, but paid time off for salaried employees. Application must be made before Election Day. Employer may specify hours of absence. Law does not apply if there are three hours while the polls are open during which the employee is not at his job.

**Connecticut**—Time off must be worked out with employer.

**Delaware**—Time off must be worked out with employer.

**Florida**—Time off must be worked out with employer.

**Georgia**—Time off must be worked out with employer.

**Hawaii**—Two hours off with pay if voter casts his ballot. Law does not apply if there are two consecutive hours while the polls are open during which the employee is not working.

**Idaho**—Time off must be worked out with employer.

**Illinois**—Two hours off if applied for before Election Day. Employer may specify hours of absence.

**Indiana**—Shops will be closed during the first four hours after polls open, except for employees engaged in "works of necessity," who will have another four hours off before closing of polls.

**Iowa**—Time off with pay if necessary to allow three consecutive hours for voting while the polls are open. Application must be made in writing prior to Election Day. Employer may specify hours of absence.

**Kansas**—Time off with pay if necessary to allow two consecutive hours for voting while the polls are open. Application must be made in writing prior to Election Day. Employer may specify time of absence, but it may not include lunch period.

**Kentucky**—Four hours off if applied for before Election Day. Employer may specify hours of absence.

**Louisiana**—Time off must be worked out with employer.

**Maine**—Time off must be worked out with employer.

**Maryland**—Employer required to allow employees "sufficient time off" if necessary, to vote.

**Massachusetts**—Employees need not work during first two hours after polls open if such leave is applied for in advance.

**Michigan**—Time off must be worked out with employer.

**Minnesota**—Time off with pay on the morning of Election Day.

**Mississippi**—Time off must be worked out with employer.

**Missouri**—Three hours off with pay if voter casts his ballot. But law does not apply if employee has three successive hours while the polls are open in which he is not working at his job. Application must be made in advance. Employer may specify hours of absence.

**Montana**—Time off must be worked out with employer.

**Nebraska**—Two hours off with pay if applied for before Election Day. Employer may specify hours of absence.

**Nevada**—One of three hours off with pay unless employee can vote during non-working hours. Applications must be made in advance. Employer may specify hours of absence.

**New Hampshire**—Time off must be worked out with employer.

**New Jersey**—Time off must be worked out with employer.

**New Mexico**—Two hours off with pay unless polls are



open two hours before or three hours after work. Employer may specify hours of absence.

**New York**—Two hours off with pay if applied for in advance. Employer may specify hours of absence.

**North Carolina**—Time off must be worked out with employer.

**North Dakota**—Time off must be worked out with employer.

**Ohio**—Employee may take "reasonable" time off to vote.

**Oklahoma**—Two hours off, more if necessary, for those far from polls. Employer may specify hours of absence.

**Oregon**—Time off must be worked out with employer.

**Pennsylvania**—Time off must be worked out with employer.

**Rhode Island**—Time off must be worked out with employer.

**South Carolina**—Time off must be worked out with employer.

**South Dakota**—Two hours off with pay unless employee is not working for two consecutive hours while polls are open. Employer may specify hours of absence.

**Tennessee**—Up to three hours off with pay if voter casts his ballot. Law does not apply if employee has three successive non-working hours to vote. Application must be made at least 24 hours in advance. Employer may specify hours of absence.

**Texas**—Time off with pay if employee is unable to vote outside of working hours.

**Utah**—Two hours off without pay for hourly-paid employees, but paid time off for salaried employees, if applied for in advance. Employer may specify hours of absence.

**Vermont**—Time off must be worked out with employer.

**Virginia**—Time off must be worked out with employer.

**Washington**—Time off must be worked out with employer.

**West Virginia**—Three hours off—more if necessary—with pay, if applied for in writing before Election Day.

**Wisconsin**—Up to three hours off if applied for before Election Day. Employer may specify hours of absence.

**Wyoming**—One hour off with pay, provided voter casts his ballot. Employer may specify hour of absence.

## Stewards' School Makes Better Citizens

The evening of September 28, 1960, marked the beginning of another 8-week course of schooling, initiated by Local 200 and held annually for its stewards. Each year since 1953 the stewards' school has met in the fall with the purpose being to broaden the scope of the stewards' knowledge of inter-relationships between union, government, and the public.

Under the guidance of Local 200's President, Roy C. Lane, a group of professors from the Wisconsin School for Workers has opened up vast new horizons of knowledge for the stewards—previously considered unobtainable with the usual work-a-day relationship between the steward and his union.

In a recent statement concerning the program, Lane stated . . . "The stewards' school fulfills a long-needed revival of an adequate method to disseminate information on matters other than just the every day workings of the Union. The Local must play an important role in the education of stewards and regular members in matters which affect all phases of the union man's important role in our economy and democracy."

This program, plus the Locals' political program PACE serving the Milwaukee area, combine to serve the Local in its desire to progress on the political and educational fronts. Tom Thomas presently serves as the Locals political director.





## Curran Blasts Maritime Policies

Joseph Curran, president of the National Maritime Union, accused government bureaucrats last month of sabotaging the American-flag merchant marine.

The Merchant Marine Act of 1936, Curran said, "is being flouted through confused and improper administrative policies and regulations."

The 1936 Act specified that "at least 50%" of all government business, involving vessel transportation, should be transported on private-owned American ships, providing that the ships were available at "fair and reasonable rates."

Curran charged, "The 'at least 50%' is for the most part being interpreted by the administrative agencies as a maximum."

"The 'at fair and reasonable rates' is being interpreted so as to require even the low-cost American operator to carry the cargo at rates that do not even cover out-of-pocket expenses."

"Added to this," Curran continued, "is the fact that neither the Federal Maritime Board nor the Maritime Administration has taken any active or positive steps to see that such laws are properly and vigorously enforced."

## Author of Labor Books Is Dead

Irving Auerbach, nationally-known author of books presenting labor's viewpoint, died suddenly while attending a September labor convention in St. Louis.

Mr. Auerbach, who resided in San Francisco, was highly regarded by thousands of trade unionists for his understanding and zeal for the objectives of the labor movement.

Just prior to his untimely death, he had placed orders for hundreds of books in the fourth printing of his well-known book, "Are Unions Necessary?"

In each succeeding edition of this book, he had added chapters dealing with labor's viewpoint on new issues as they arose.

Other works by Mr. Auerbach are: "How to Organize the Unorganized," "How to be a Successful Shop Steward," "Company Unions," and "Taft-Hartley Inequities."

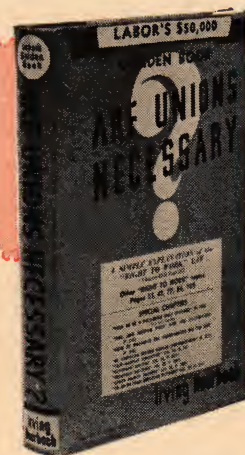
## Hoffa Visits Oregon



Continuing his cross-country visits to Joint Councils and Local Unions, President Hoffa recently spoke to over 1000 rank-and-file Teamster members and their families in Portland, Oregon. In the picture above, the General President obligingly gives autograph to a young Teamster miss after address.

an able answer to the question:

# ARE UNIONS NECESSARY?



Recommended reading for all unionists is a book that gives an informative and convincing answer to the title question: "Are Unions Necessary?"

Irving Auerbach, brilliant student of the labor scene, is the author of the book. Mr. Auerbach died recently while attending a labor meeting in St. Louis.

Of his book, Teamster President James R. Hoffa says in a comment on the jacket: "You are to be commended for the able job you have done in presenting the answer to the question 'ARE UNIONS NECESSARY?' Your book is a clear, concise expression of the role and function of the Union and should enjoy wide reading."

Orders for "ARE UNIONS NECESSARY?" may be placed by writing Mrs. Irving Auerbach, 68 Seventh Avenue, San Francisco 18, California.



## Lawyer Reveals Anti-Union Tricks

**B**IG business and small business can successfully adopt anti-labor policies, "if it plays its cards right," a labor relations lawyer has advised a personnel administration conference.

James Fagan, a member of the Gilhooly, Yauch & Fagan firm of Newark, N. J., said, "In plants with under 100 employees, management can win seven out of ten NLRB elections if it plays its cards right."

Industrial Relations News, a weekly newsletter for industrial relations personnel, reported Fagan's remarks.

"Play along with the union," Fagan urged, "and con them at their own game. Be agreeable and obliging at all times; don't irritate union organizers or the threat of strike may easily become a reality."

Fagan, according to IRN, suggested the following procedure for defeating union organizing campaigns:

"Don't take the union's word that it represents a majority of the workers. Insist on an NLRB election. This is sure-fire insurance against organizing drives for the following year, providing you win.

"Define the appropriate bargaining unit and draw up an eligibility list, reckoning how workers will vote. Forget pro-union employees, and concentrate proselytizing efforts on those who are anti-union or have yet to take sides. Seek the cooperation of the anti-union faction to win the doubtfuls over to the management camp.

### Emphasize 'No's'

"Emphasize the 'no's'—no union, no dues, no initiation fees, no union bosses. However, make no threats or promises. And don't poll workers. Advance knowledge on how workers will vote ties management's hands in firing; any discharge leaves management open for an unfair labor practice charge.

"Send a letter to each employee's home the night before the election. Talk history, not the future. Tell workers what they have, not what they will get.

"Schedule the election for the morning of payday. Reason: Attendance is higher on payday, and more workers will vote. In addition, morning elections cut down on union demonstrations, as most union rallies are held during breaks or lunch periods."



## TEAMSTER MATADOR

**B**ULL fighting is not a sport, at least not in the sense that baseball or football are. Some call it a spectacle of death. Others compare it with the ballet, while still others claim it is a solemn ritual dance—dramatic and meaningful. It is probably all of these things, and more. What one sees in alidias de toros (bull fight) is usually what he wants to see.

Joe McCarthy, a member of Local

542 in San Diego, California, has seen much in the flashing horns of El Toro. He has seen the three great qualities of the matador—courage, skill and grace, and has embraced them as his own. Right now he works at Unimart department store in San Diego to finance his education of learning the hard lessons of the bullfighter's art.

To date he has over three years of strict training that will soon take him



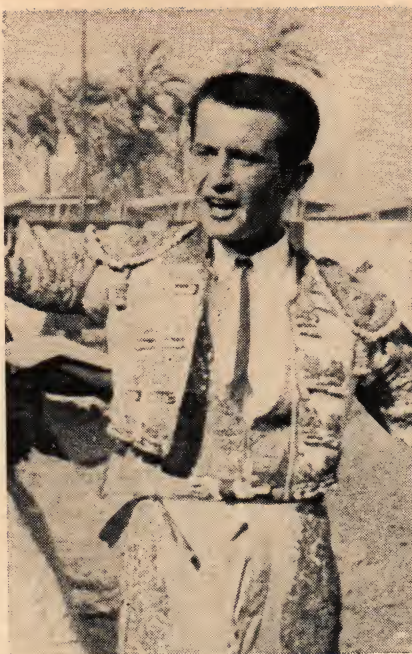
into a dusty arena as a professional. "It will be then," he says, "that I will know of the La hora de la verdad" (The moment of truth).

"The bull fight," McCarthy explained, "is divided into three phases or acts. The first is the phase of the picadores (horsemen with lances who first test the defiant animal). The second phase is that of the banderillos, men on foot who goad the bull to anger by piercing his shoulder with barbed hooks. The final phase, the muleta, a small red cloth used with the sword, ends with the killing of the bull by the matador."

Each of the movements or phases of the bullfight has a definite purpose, and like the dance, demands poise and dignity. The bull fighter must stand his ground in the face of every savage charge of the bull. He must suit his movements to those of the animal, for with each wild lunge certain death lingers only inches away on the great horns of Toro. Every fibre of the matador must be fused into terrible control of over a thousand pounds of deadly anger. The first mistake is the matador's last.

A matador, Joe points out, has five minutes to kill his bull. He must kill the animal in his first attempt. If he fails he is laughed out of the ring. If he succeeds he may get the ears or tail of the bull. Sometimes he will get both ears and the tail. This is supreme. It marks the difference between the great and the near-great. Quite often when the kill is quick and clean, the tremendous ovation is unheard by the matador who looks at the dust settling slowly on the body of the bull and feels pity and sorrow. Perhaps he remembers that only a moment ago the veronicas made the beast a partner of the dance and the shout of the trumpets have forgotten the dignity of his passing.

Soon to face his first bull as a professional, McCarthy believes it will be



Teamster McCarthy

two years before he knows if he has it or not. "I don't kid myself," he says. "I want to marry and have a family and being the wife of an unsuccessful matador is no life to offer anyone." His followers believe he does have it and that he will make a name for himself in the arenas of Mexico, and perhaps later in Spain.

It would seem to matter little of what is to come of Joe's career in the most controversial of all public spectacles, for he has entered the blazing drama compounded of blood and sand that must unfold as it will. He has freely chosen the way of the capote and sword. The classic ritual is past denying. The stage is set for the toque de meute (the killing of the bull).

Very soon now he will dare, pirouette and dominate El Toro with ballet-like passes. He may kill the bull—or indeed, as it was with the magnificent Manolete on that hot afternoon, they may kill each other.



## Motorists Driving Selves to Death

**M**OTORISTS literally are driving themselves to death.

"Too often they're ignoring traffic signs and signals, which are designed for their protection," Jack C. Trimble, head of the National Safety Council's Signs of Life program, asserted today.

Trimble emphasized that the sole purpose of traffic signs, signals, pavement markings and other devices is to state the law, to warn of hazards and to give assistance and protection to all street and highway users.

He cited these facts:

1. One out of 10 drivers in a fatal traffic accident fails to keep to the right of the center line.
2. One out of 7 ignores stop or warning signs, passes improperly or does not have right-of-way.
3. Three out of 10 drivers in fatal traffic accidents exceed speed limits or safe speeds.

Trimble said these and other facts on auto accidents, including those involving cars and trains, are contained in the annual report on the Signs of Life program by the Council's railroad-highway traffic safety committee.

What are the causes of highway-rail accidents?

Coming up to the crossing too fast to stop, being too familiar with a railroad crossing, speeding at night, starting up too soon after a train has passed, ignoring warning signs and signals, and driving after drinking.

Trimble urged motorists to learn the six basic traffic signs:

1. Round . . . yellow with black "X" or "RR" means highway-railroad intersection ahead.
2. Crossbuck . . . the traditional symbol at highway-rail intersections, is white with black lettering.
3. Octagon . . . red with white lettering. Means come to a full stop and be sure the way is clear before proceeding. Replaces older yellow sign with black lettering.
4. Triangle . . . yellow with black letters reading "Yield Right of Way." Means what it says—slow down at intersections. Stop if necessary.
5. Diamond . . . yellow with black lettering or symbol. Warns of dangerous or unusual conditions ahead—curve, side road, intersection, hill or school zone.
6. Rectangle . . . white with black or other colored lettering. States the law, such as speed limits, parking regulations, and turning and passing movements.



# NINE PARENTS DIED HERE



## *Teamster Fund Aids Orphans of Minnesota Highway Tragedy*

**T**TEAMSTER members were urged last month by General President James R. Hoffa to contribute 25¢ to the Memorial Trust Fund for the 26 Teamster's children who lost one or both parents in a tragic Minnesota accident this summer.

"This is less than one cent for each of the Teamster children, and about the best possible investment Teamster members can make," Hoffa said.

Nine people were killed in the tragic accident. Eight of the victims were members of Teamsters Local 909 in Worthington, Minn. The other victim was a brother of a Teamster member.

All told, 38 children lost one or both parents in the accident. Twelve of this group are adults.

Anthony "Tony" Pazik, secretary-treasurer of Local 909, is the national director of the Teamsters campaign to establish a \$500,000 trust fund for the 26 younger children. It will be administered by a three-man board made up of a clergyman, a banker, and a Teamster representative.

Pazik said that Father A. T. Perrizo, pastor of Our Lady of Good Counsel Church, E. L. Meyer, president of the First National Bank, and himself are presently serving on the board.

The campaign for the Memorial Trust Fund was kicked-off last month, but only about \$7,000 has been raised so far, Pazik related.

"If we were to receive a quarter from each member our Fund would be a complete success, and be a boom to the International Union as a showing of true solidarity within our ranks," he declared.

Hoffa urged all Local Unions and Joint Councils who have not yet made contributions, to send them to Pazik as soon as possible. The address is Teamster Local 909, P.O. Box 21, Worthington, Minn.

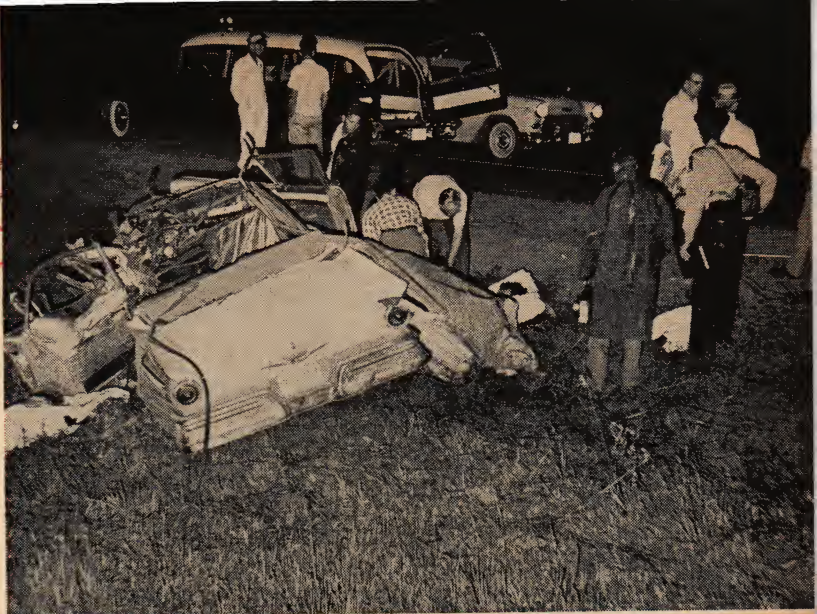
Here is a list of Teamster organizations who have made contributions to the Fund thus far:

Southern Conference of Teamsters, Dallas, Texas, \$1,000; Local Union 70, Oakland, California, \$100; International Brotherhood of Teamsters, Washington, D.C., \$2,000; Local Union 210, New York, N.Y., \$250; Local Union 654, Springfield, Ohio, \$25; Local Union 805, New York, N.Y., \$50; Joint Council 40, Pittsburgh, Pa., \$100; Local Union 945, Clifton, N.J., \$100; Local Union 714, Chicago, Ill., \$50; Local Union 710, Chicago, Ill., \$200; Local Union 237, New York, N.Y., \$50; Local Union 968, Houston, Texas, \$100; Local Union 812, New York, N.Y., \$50; Local Union 722, Ottawa, Ill., \$100; Local Union 874, Rochester, Minn., \$50; Local Union 274, Phoenix, Ariz., \$50; Local Union 272, Charleroi, Pa., \$10; Local Union 1145, Minneapolis 15, Minn., \$250; Local Union 149, St. Paul 3, Minn., \$100;

Local Union 717, Chicago 6, Ill., \$50; Local Union 110, Johnstown, Pa., \$100; Local Union 219, Denver, Colo., \$100; Local Union 876, Salisbury, Md., \$50; Local Union 295, Bronx, N.Y., \$100; Local Union 378, Olympia, Wash., \$25; Local Union 1040, Bridgeport, Conn., \$50; Local Union 191, Bridgeport, Conn., \$50; Local Union 94, Visalia, Calif., \$25; Local Union 381, Santa Maria, Calif., \$50; Local Union 99, Rochester, N.Y., \$10; Local Union 276, Los Angeles, Calif., \$100; Local Union 33, Washington, D.C., \$100; Local Union 261, New Castle, Pa., \$25; Local Union 170, Worcester, Mass., \$100; Local Union 368, St. Louis, Mo., \$50; Local Union 827, St. Paul, Minn., \$100; Local Union 638, Minneapolis, Minn., \$200; Local Union 597, Barre, Vt., \$50; Local Union 790, Marshalltown, Iowa, \$100; Local Union 404, Springfield, Mass., \$110; Local Union 179, Joliet, Ill., \$100; Local Union 536, Hartford, Conn., \$25; Local Union 993, St. Paul, Minn., \$25; Local Union 120, St. Paul, Minn., \$25; Local Union 908, Lima, Ohio, \$100; Local Union 113, Canton, Ohio, \$25; Local Union 750, Oakland, Calif., \$50; Local Union 844, Waterloo, Iowa, \$50; Local Union 712, Chicago, Ill., \$25; Local Union 539, Winchester, Va., \$100; Local Union 42, Lynn, Mass., \$25; Local Union 166, San Bernardino, Calif., \$25.

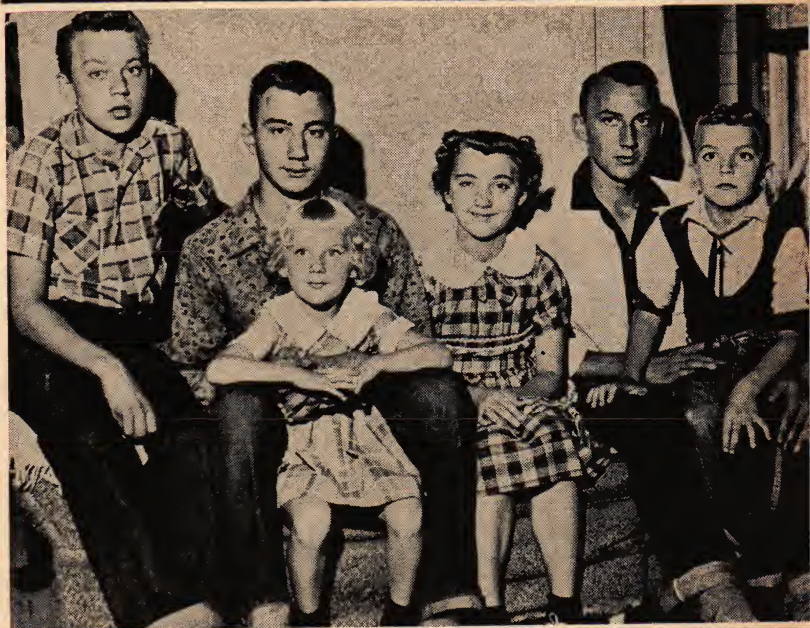


← The scene of the tragic accident is modestly marked by nine signs supplied by an insurance company. The signs urge motorists to "think" and "drive safely."



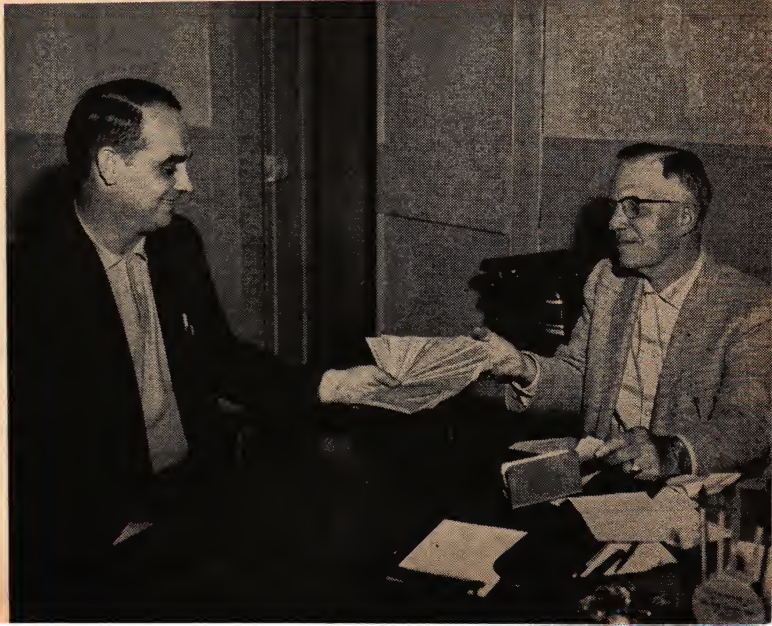
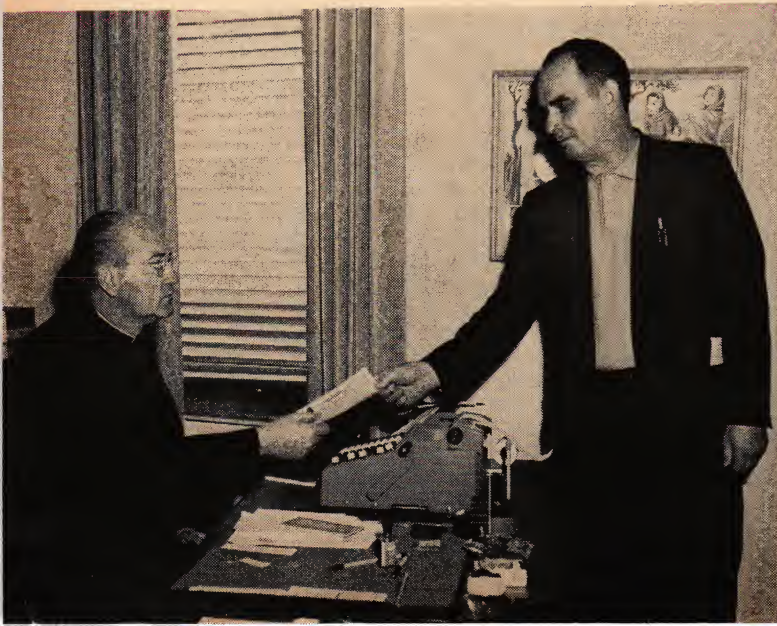
Above right: This represents the remains of John Voss' car. It was carrying seven Teamster members home from the late shift. Six of them were killed. There were three people in the other car.

Right: These six children lost both their mother and father in the accident. Their parents, Mr. and Mrs. John Voss, were returning from the night shift at a Campbell's Soup plant, where Local 909 represents the employees.



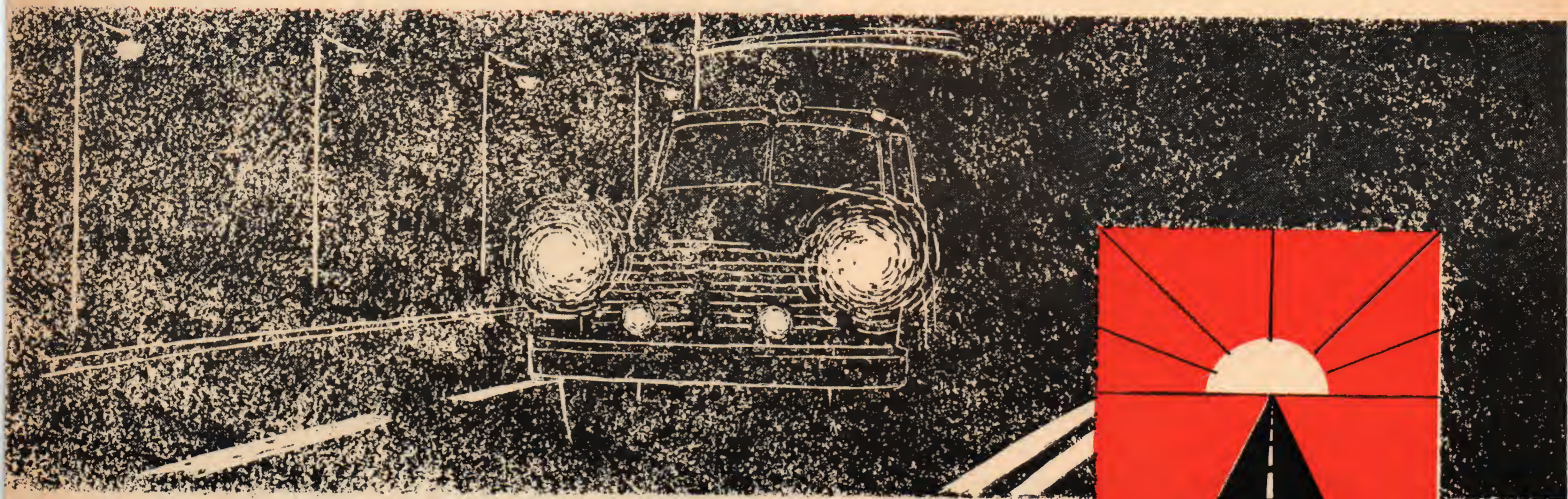
Below: Father Perrizo receives a check for \$2,000 from the International Brotherhood of Teamsters, which kicked-off the Fund. Tony Pazik makes the presentation.

Below right: The first batch of Teamster contributions are turned over to E. L. Meyer, president of the Wilmont First National Bank, by Tony Pazik.





*'I lay there thinking about the trucks; and the first thing you know, it seemed they were preaching a sermon to me!'*



## *a sermon for truck drivers*



Adapted from a radio address on the Catholic Hour, by the Rev. Joseph E. Manton, C.S.S.R.

"Most trucking jobs are long hauls over the highway toward the horizon, and you could hardly get a better picture, a sharper modern parable of a man journeying toward eternity . . ."

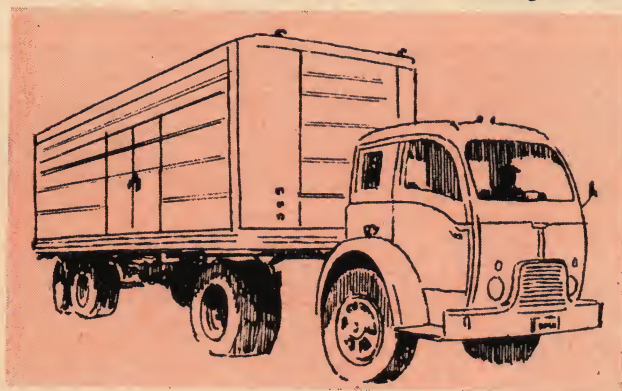
**F**ROM ten at night until six in the morning the thoroughfare that runs in front of our rectory is Big Truck Boulevard. One night the big trucks were whizzing by so steadily, booming so heavily under the window that I couldn't sleep. Since it was impossible to quiet the trucks and un-

take the consequences. Isn't that what free will means? And right beyond the steering wheel glows the speedometer, just as plain as conscience itself, registering, reminding you when you are overstepping bounds.

When a truck starts to climb a hill, it seems almost human, the way it grinds and grunts and inches slowly up, like a man with bent head and drooping shoulders plodding up the slope of trouble. "For the heart of a man is a heavy load for a man to bear alone." But how simple and easy it is for truck or man to go roaring downhill! It may take a man sixty years to become a saint, but he can land at the bottom of Skid Row in only six months. It all depends on who is in control, the soul or the body.

Put the truck on as high a hill as you like. Then up in the cab, shut off the motor and release the brake. The body of the truck, always eager to throw its weight around, will exert its pressure and force the whole vehicle down, faster and faster.

It is no different in a man's moral life. The body, left to itself and all brakes off, has a natural inclination



christian to curse them, I just lay there thinking about them; and the first thing you know it seemed they were preaching a sermon to me!

Here they were, these trucks, huge battleships of the road; grey or green or brilliant red, outlined with amber bulbs, rumbling along with all sorts

of loads: milk or oil or furniture; pair after pair of headlights like shining yellow eyes, zooming on through the night with a sullen roar, riding eventually into the pink dawn, then highballing along other highways under blue skies and into a far-off flaming sunset. I suppose if you look

hard enough, you can see adventure and romance even in hub caps, and grease. Curious thing, though, about a truck: the bigger part of it (almost as in a human being) they call the body. But the other part, the more important part, is the cab. Almost like

the soul. Because there, in the cab, is what you might call its principle of life, the motor—what makes the truck go, and without which the truck would be as motionless as a corpse. And in that cab turns your steering wheel, like free will. You can drive right, drive left, even drive off the road—but you



to go downhill; and if you let it, the end must be a wild, careening ride and a shattered moral wreck.

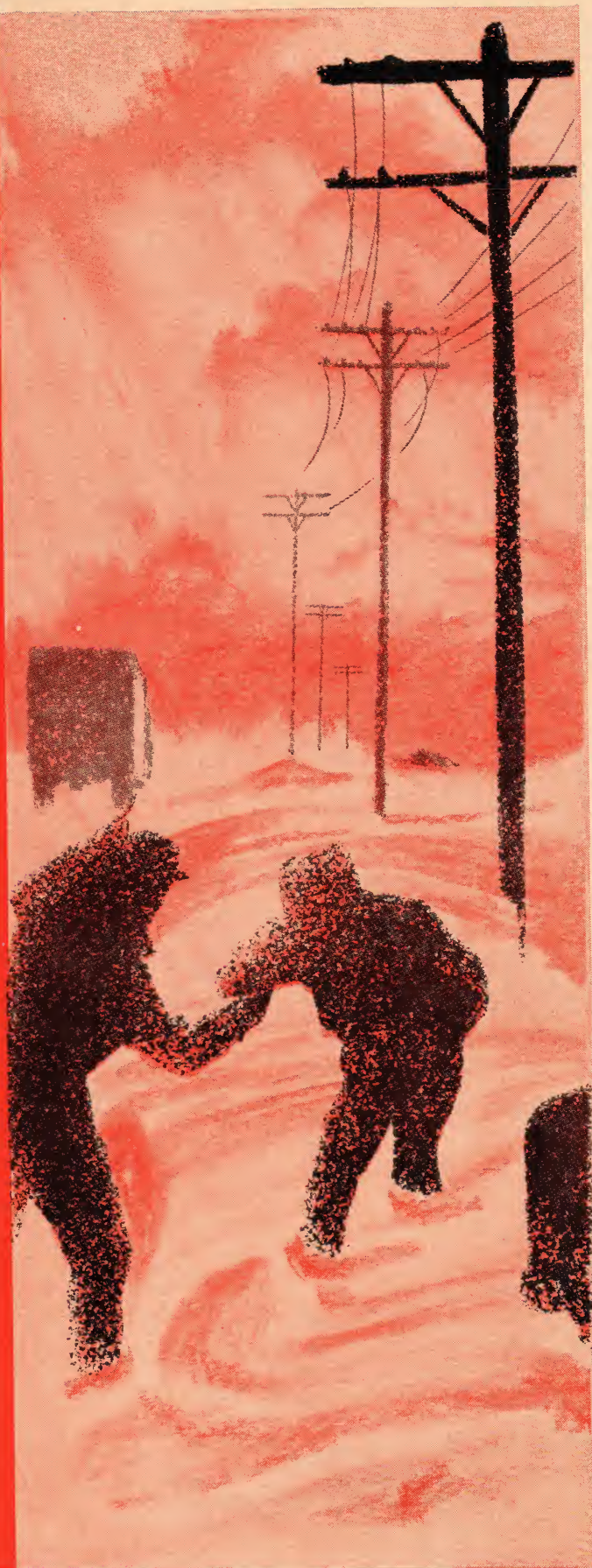
Nobody knows this better than the fellow who thought he knew how far he could go, how far he could let his emotions and desires coast along before it would be really dangerous and things got out of control. Just let passion get rolling a little bit, and it picks up fearful momentum. And the only sure way of stopping it is never to let it get started. You are not a beast; you are a man; and the control should be in the cab, in the human soul with its conscience and its will power and its moral code.

When you counsel modesty and purity to young people they think these are the steel bars of a jail shutting them off from happiness. They may be steel bars, all right, but they are the steel handrails on a bridge, that perilous bridge that swings between youth and maturity, and only those know how necessary they are who have fallen off and lie at the bottom, bruised and broken. Or, to get back to trucks, aren't some trucks simply marked "Flammable"?

Most trucking jobs are long hauls over the highway toward the horizon, and you could hardly get a better picture, a sharper modern parable of a man journeying toward eternity than the driver in the cab of his truck as he rolls along the grey stretch of road toward his far-off, unseen destination. The little sign on the windshield says, "No Riders," and in the cab of his own soul every man rides alone. Nobody else has the responsibility for you. You ride alone.

Every driver has basically the same obligation. It doesn't matter what kind of cargo the truck is carrying, whether it is Christmas trees or brand new cars—the idea is always to get to your destination and bring what they expect. Isn't it the same way on the highway of life? Whether you are the conductor of a subway car or the conductor of a symphony orchestra, the whole idea is so to do your work, so to live your life that you will be doing what God wants and eventually reach your journey's end, heaven.

Ask the average truck driver what are his thoughts as he sits behind the wheel, and you find the one, constant, overpowering thought is just to get where he is going. What he passes along the way is of very minor consideration. Enchanting scenery, eye-catching billboards, famous landmarks—these he goes wheeling past with hardly a glance. They are on his route, but he is on his way! His eyes are focused on the road, his thoughts





fixed on the goal. All the rest is trivial. The only thing that matters is to reach the right address and deliver the goods, intact and unspoiled.

Wouldn't it be wonderful if we could be like that in our lives, "passing through" this world but making our main concern "the end" of it all, God and heaven and salvation? By the same yardstick wouldn't we be pitifully foolish to let something along the road so distract us, take up our attention, fascinate us—something like money or sex or hate or ambition or any mere creature—so that before we know it, our eyes have wandered off the road, and maybe at that very moment we go hurtling off the sharp, wild curve of sudden death into the wrong eternity?

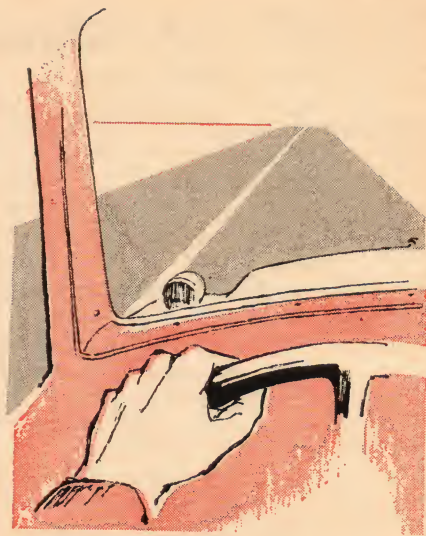
Sometimes for a truck driver, danger leaps up from the very opposite source. I mean he is looking at the road so long and so steadily that after a while he doesn't really see the road. They call it highway hypnosis. Here's a competent driver with a good night's sleep behind him on an open highway with a perfect view and no mechanical trouble, and he suddenly goes crashing off the road to disaster. The best explanation seems to be that the grey monotony of the road lulled him, hypnotized him, drugged him into a kind of trance, and before he knew it, the wheel loosened in his grip—just for a couple of moments—and he went roaring to destruction.

It's sad, but aren't there plenty of people like that spiritually? Year after year they stolidly, languidly follow the road of life, hardly realizing what it is all about. Day in, day out they drift along the same dull round of duties, automatically, mechanically, almost in a daze. Their eyes are blank, their soul is numb, their heart is wooden,

their spirit dried up, dead. Theirs? This is a danger to any of us! From time to time we all have to stir ourselves, rouse ourselves, make ourselves sharply aware that we are "on the road to eternity", that we carry a precious cargo (our very salvation), and that there are dangers all about us! Remind ourselves that life is more than typing letters or driving nails or cooking meals or filling gas tanks! We are the children of God, on the way home to our Father Who is in heaven—and all these material things are but as steps on the stairs as we go up to Him! Life is a prosaic, boring journey only to those that forget God is the goal.

And, like the truck drivers, we had better take no chances along the way. It may surprise you to know that the most cautious of all drivers (except perhaps the men who pilot the school-bus) are the broad-shouldered boys behind the big steering wheel of a truck. Haven't you ever noticed, for example, how on a dark afternoon or a foggy morning a truck will drone along all lit up like a theatre marquee? They take no chances. Haven't you often heard how a truck driver who feels himself growing drowsy will immediately pull over to the side of the road for a few minutes of exercise or even sleep? They take no chances. If it is a question of a risky road, or a longer road, they unhesitatingly swing off on the longer. They take no chances. Certain roads they have to keep off altogether: "Trucks Not Allowed."

It might be well for us if mentally we pictured certain books or plays or places as marked with the warning sign: "Decent People Not Allowed." The trucks are forbidden because with their tonnage they would ruin certain



thoroughfares. We ought to keep off the "dirt roads" of literature and entertainment because they can ruin us—or at least spatter us with mire, or in some moral mudhole bog us down.

I have heard from salesmen who drive long hours to cover their broad territories that truck drivers are not only the most careful drivers on the road but also the most courteous and considerate. Many a motorist broken down in the middle of nowhere with nothing but bleak miles of highway stretching away on either side, has found in the truck driver a huge grimy angel who somehow got him started again. When you are lost, a truck driver really seems "willing" to show you the way. When bright beams meet on a midnight road the truck (which could play the role of bully), as a rule, is the first to click the switch and dim the lights. And if there is any danger ahead or any trouble the truck will always blink you a warning.

Isn't it all a heart-warming, practical, modern example of kindness to our neighbor as we move along the road of life, and meet opportunities every day? Doesn't it accent the fact that in this breathless age we have plenty of intellectual brilliance and industrial genius and executive skill—only the men tend to become like their own machines, polished, efficient, impersonal as steel, without heart or soul. We have too many clever people; what we need are kind people, good people.

And the truck driver is the modern Good Samaritan of the road!





## A Letter From West Germany

*Teamster President James R. Hoffa received the following letter recently from a young man in West Germany. The young German, his wife, and son had recently escaped from the Communist puppet state of East Germany, and consequently his name is being withheld so that Communist agents cannot harass him and his family. It is significant that this young German wrote to the Teamsters Brotherhood. It should be added that the West German Embassy in Washington, D. C. refused to translate this letter.*

Berlin-Wilmersdorf, July 21, 1960

International Brotherhood of  
Teamsters.  
Chauffeurs, Warehousemen and  
Helpers  
25 Louisiana Ave. N.W.  
Washington 1, D.C.

Dear Friends:

First I beg you to forgive me for not writing this letter in your language which I know but little. I hope that some of your colleagues know sufficient German to be able to read this letter.

There is a definite reason why I have decided to write you this letter.

Some time ago, political reasons forced me to flee from the Soviet Zone of Germany where my life was endangered by the ruling Communists. Since that time I have resided in West Berlin; here with my eyes and my heart wide open, I am watching everything which is new to me and which I have never known before.

You can believe me, dear friends, that, during the first months of my stay in West Berlin I could not stop wondering. Here life is so entirely different from the life of the Soviet Zone, that I would hardly believe it if I did not live to see it with my own eyes. Here, for the first time in my life, I experienced what it means to live under a democratic system, because I was only six years old when Hitler took over. Being eighteen years of age I had to witness the change from Nazi to Communist régime. Over twenty-five years of my life I had to live under dictatorship and tyranny. It was only recently that I learned to know all the great values like liberty, democracy, law and humanity. For this, I am very grateful, happy and glad. I am especially grateful to the United States for her help to us Germans to build a strong democratic state. And this is the reason why I am writing you this letter.

Yes, dear friends, the great people of America and their Government

deserve our profound gratitude for their help in banning the Communist threat to the world. From my personal experience I know what it means to live, for years, under Communist tyranny. Therefore there is nothing I desire more than the day on which the Communist danger will have been removed from the world. Also my countrymen who still live in the Soviet zone, wish to live in a peace-loving German state, but Russian tanks and guns do not let them. I do not exaggerate when I say that many Germans in the Soviet Zone look with where the great ideas of mankind, great expectation at your country such as freedom and democracy, have become a reality a long time ago. As a young citizen of West Berlin, I am particularly happy that the USA has managed to keep the Communist deadly embrace away from West Berlin. For this too, the people of your country deserve gratitude and appreciation.

Perhaps you will be interested to know that I am still discovering things which have long become self-evident to you. The Communist propaganda lies a great deal about the conditions of life in your country. It attempts to convince people in your [or its—Translator] sphere of influence, that in the USA the population has to suffer under Capitalist exploitation and oppression. Although, unfortunately, I do not know much about your country, it is clear to me that this [propaganda] is a lie with the purpose of turning the people's thoughts from wishing to live the way you live in your country. Also, I do not know much about the achievements of trade unions in the USA. But I do know that your unions are no Communist state-operated unions which deliver the workers to the state, as it is in the communist states. There the worker has but one right: to slave for his Communist master. I am sure that I don't err in assuming that many peo-

ple in your country cannot fully realize this fact.

However sometimes I have my doubts, e.g., when I read in the papers that over fifty percent of American workers have cars. This I simply cannot imagine, the more so that the ownership of a car is an expression of certain wealth. A few days ago I saw on a poster a few American taxicabs driving on the street of a big American city. In all honesty, I confess that I stood before the poster for quite a spell, because I could not believe that these chrome-plated street cruisers could be used as taxis in your country. In the Soviet Zone there are no such cars at all, and you use them as taxicabs! It looks quite incredible to me. Perhaps the reason is that I am an auto fan. But this is just one example. Many other things amaze me about the technical wonders in all areas of your country. Naturally, I try to learn and to know more and more.

I would be very grateful to you, dear colleagues, if you would help me to learn about your country, your people and your technical achievements in a faster pace. I have made it my goal to let my friends and acquaintances who still live in the Soviet Zone know how people live in your country. They know very little about it because radio transmission from America and other Western countries are jammed. I would like to do it in my letters which I write to my friends. But what I know now, is still insufficient to sound convincingly.

Maybe you are in a position to send me magazines, books and other items from which I could enrich my knowledge. Although I do not master your language sufficiently, I would be forced to learn it faster to be able to tell my brothers and sisters in the Soviet Zone how it really looks in your country and how you can live there.

I hope that you will be able to comply with my requests and I will be looking forward to having your first mail.

Dear friends, in conclusion I would like to convey to you from myself as well as on behalf of my wife and my ten-year-old son our best regards from West Berlin and best wishes for good health for all colleagues, members of your Union.

Best regards from West Berlin,  
from the Soviet-Zone escapee





# LAUGH LOAD

## Bargain

"I'm happy to announce that the price of color TV sets has been lowered," said Bob Hope. "They're now within range of any average working millionaire."

## Watch That

Cocktail party chatter: "Don't take another drink, honey. Your face is getting all blurred."

## Line of Fire

"Dad, Mom just backed the car out of the garage and ran over my bicycle!"

"Serves you right for leaving it on the front lawn!"

## Apt Malapropism

The mother whose chief worry was that her young but rather unattractive daughter might be an old maid was disturbed that this child had turned down a date with the only beau she had.

"Oh, Harold's such a drip, Mother," she explained. "I dream of a man who would take me to a far away island and sing me love songs."

"Well," advised Mama, "next time Harold calls, you go out with him. A drip you can get, but a Robinson Caruso you cannot."

## The Darling

Mrs. Smith: "Where did that naughty little boy of yours get that gash on his forehead?"

Mrs. Brown: "Your little angel hit him with a brick!"

## Persecuted

As the attorney sought to bolster his weak case with an emotional appeal to the jury, the grizzled defendant began sniffing and brushing away

tears. At the close of the plea, he was overwhelmed, sobbing noisily, head cradled in arms.

The attorney rushed to him exclaiming, "Please control yourself—you're still presumably innocent."

"It ain't that," came the plaintive reply. "I just never knew before how much I've been wronged."

## Number of Possibilities

One of our friends has a real problem. He received a note through the mail advising him: "If you don't stop making love to my wife, I'll kill you." The trouble is the note wasn't signed.

## Economical

The good thing about buying rock and roll records is that when they wear out you can't tell the difference.

## Pretty Cagey

One punch drunk fighter to another: "Boy, did I have him worried in the third round. He thought he'd killed me!"

## Long Gone

Want to be alone? Lend your son your gasoline credit card.



"About a four-year tour . . . just in case Kennedy wins."

## Definition

Music-Minded Husband—One who goes out fit as a fiddle and comes home tight as a drum."

## Two Views

Middle age: You are sitting home Saturday night. The telephone rings. You hope it's the wrong number.

Middle age: That time of life when you decide you're thick and tired of it all.

## Double Cross

Wife to husband: "That \$10 that was in your trousers last night—did you steal it out of my purse this morning?"

## Sense of Humor

"Daddy was hanging a picture and it fell on his head," Bobby said, crying.

"That's nothing to cry about," his mother suggested. "You should laugh at that."

"I did," Bobby wailed.

## Getting Acquainted

"What can I do for you?" asked the income tax inspector.

"Nothing," said the harassed-looking taxpayer. "I just wanted to meet the people I'm working for!"

## Paging Dr. Gallup

When nine-year old Gerald answered the phone at 11 p. m., a voice said: "We are making a survey of delinquent youth. If you have any children do you know where they are at this moment?"

"Yes," replied Gerald, "we have, and I know, but can you tell me where my parents are?"

## No Problem

Steno May: "Since I bought a new car I don't have to walk over to the bank to make my deposits."

Steno Fay: "Oh, fine. You drive over now?"

Steno May: "No, I just don't make any."

## Have a Good Time

He walked her to the front door. She whispered with a sigh, "I'll be home tomorrow night."

He answered, "So will I!"



# FIFTY YEARS AGO

## in Our Magazine



(From Teamsters' Magazine, November, 1910)

### Unions Under Anti-Trust?

**I**N view of recent and continuing efforts by some members of our political and economic communities to further shackle labor unions by making them subject to anti-trust laws, the following article taken from our November, 1910, issue is pertinent. The arguments advanced still hold water and are used today against those fighting the wishes of anti-labor politicians and short-sighted businessmen.

"An analysis of the two institutions—the great corporation or trust and the labor organization—will reveal no similarity whatever between them. Labor unions are formed for the purpose of advancement and improvement of industrial conditions; their stockholders may corner for themselves the profits which rightfully should go into the hands of the producer.

"Labor unions are progressive, producing institutions, while trusts are financial organization producing nothing and simply absorbing the wealth that the brain and brawn of the worker has brought into being.

"Labor organizations endeavor to fix the wages for which their members will work, and never try to fix a price on anything which does not belong to them; trusts fix the price upon what they own,

what other people own, and even upon the labor which produces the commodities controlled by them.

"Labor organizations simply regulate the price for which they will sell their toil; trusts not only dictate the price to the consumer, but compel the producer to sell at the price fixed by them.

"Labor organizations are forced in the interest of man; trusts in the interest of money.

"Labor organizations serve a useful purpose by improving conditions and making life more worthwhile; the function of the trust is to make conditions harder and life less desirable.

"Labor organizations stand for 'equal rights for all, special privileges for none'; trusts stand for 'everything for us, equal privileges for none.'"

"Organized labor simply endeavors to compel the return to the producer of a fair share of the product of his toil; the trust strives to force the producer to surrender his product for practically nothing and the trust then waxes fat at the expense of the consumer.

"Organized labor, in order that the membership may be employed, encourages production; trusts in order that prices may be raised, discourage it.

"The fact is, they are entirely different institutions, working in opposite directions."

### Prison Labor Problem

**O**NE of the biggest problems facing organized labor at the beginning of this century, a problem that has now been virtually eliminated, were the products made by prison labor.

Although the articles produced were mostly of the common household variety, such as rugs, chairs, brooms, brushes, and the like, one could imagine if the list of articles produced were extended to include items produced on the outside of prison by skilled mechanics. Say a prison today was in competition with General Electric to produce electronic equipment for a government missile contract. In order to obtain the contract, GE would have to pay wages that would

force a man to take unemployment compensation to make ends meet.

Thanks to organized labor the prison problem was met head-on in the beginning before it got out of hand. It was handled without hysteria, in a calm, thoughtful and just manner.

To help curb the outflow of convict made goods into the open market, various states set up special commissions to study the problem and try to come to some sort of compromise solution that would be "just to all parties concerned, the state, the convict, the convict's family, the manufacturer, and the free laborer."

A resolution that helped to solve the problem of prison labor was introduced by Senator Root of New York. Called the "state-use" system, the resolution called for the employment of convicts in the manufacture of articles needed by the state for use in its own institutions, such as uniforms for inmates of its asylums, furniture for its offices, brooms for the street cleaning department of its cities, etc. In this way the goods made in Sing Sing, Auburn and the other state prisons did not compete with other goods.

This is just one example of how organized labor, industry and government learned to cooperate in the early days of trade unionism with the mutual benefit of all parties being the first consideration.

Today prison labor as a source of competition with goods made outside of the confines of our penal institutions has virtually ceased to exist.





